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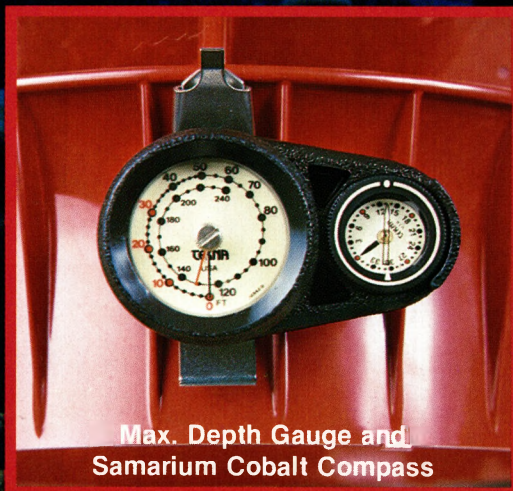
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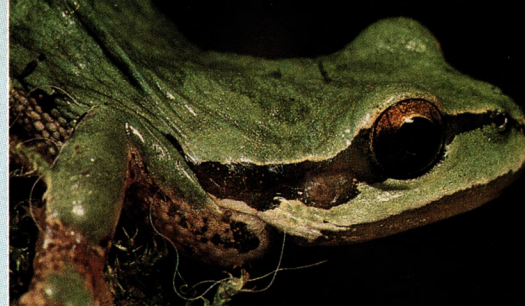
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SDM

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COVER

The wrasse blenny, commonly seen in the Caribbean, is so-named because it mimics cleaner wrasses. In doing so, it is able to sneak up on its unsuspecting prey. This blenny (less than one inch long) was photographed with a Nikonos V using a 2:1 Oceanic macro tube, Ikelite Substrobe M, E-64 film, shutter set on M90. Photo/Geri Murphy.

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SDM Editorial

BY PAUL J. TZIMOULIS

ADVANCED DIVE TRAVEL SPOTS

Last month we discussed the emergence of advanced dive travelers and their special needs. There is a growing body of experienced dive travelers who are no longer content with resorts that cater only to novice divers. These divers want freedom and adventure—not hand-holding. Now, let's turn the picture around and try to define an advanced dive travel resort or experience.

Identifying advanced dive travel locations is not as easy as one might think. Many operations don't realize how suited they are for experienced divers. And, some prefer not to be identified as advanced for fear of discouraging potential customers.

From what we have observed, advanced dive travel locations can be identified in two ways—the hardships involved and the potential rewards. An advanced dive travel spot is one that requires the patience, skill and experience of a diver who has been traveling overseas for three to five years (six or more dive vacation trips). Conversely, an advanced dive travel location offers a different or special experience not available at general dive vacation operations.

First, let us discuss the hardships involved. Advanced travel can often be physically demanding. For example, a 17 hour flight from the U.S. to Australia can be a grueling trip—particularly if it is your first time. The crossing of so many time zones can upset your internal clock and cause you to be tired for days afterward.

A visit to the fabulously beautiful Marion Reef in the Coral Sea requires a 27 hour nonstop boat ride to cross the 300 miles of open ocean between the Australia coast and this remote atoll. The trip can be rough and there is no way to predict the weather prior to departure.

The health aspects of advanced travel are another consideration. There are many places in the world where the water is undrinkable for Americans and can cause severe gastric problems. Other destinations require inoculations or medication to prevent disease. For example, a dive vacation to Papua New Guinea or



the Solomon Islands requires that anti-malaria pills be taken prior to, during and after the trip.

Other travel hardships can be minor annoyances such as money exchange, foreign languages, unfamiliar foods, the lack of air-conditioning or private bathrooms, lumpy mattresses, insects and so on. Flight schedules are likely to be less reliable and alternate travel plans require ingenuity. And, there are no guarantees a room will be ready upon your arrival. Americans don't realize the very high standard of living we enjoy here in the U.S. until they venture into the undeveloped countries of the world.

How about the diving? Diving services are much like resorts anywhere, but there can be minor hardships that require skill and experience. For example, you might find yourself diving from a small boat that has no dive ladder and requires hauling yourself over the gunwale. There can be currents at certain locations. You may have to rely more on your personal dive skills and knowledge because the guide does not speak English. Diligent adherence to the dive tables is a must, as the nearest recompression chamber may be thousands of miles away.

And, while we are on the subject of hardships, we might as well mention the financial aspect. Generally speaking, advanced dive travel is going to be more costly than a general dive vacation. The cost depends largely on the destination.

For example, a general dive vacation to the Caribbean can run \$1,200 to \$1,400 per person for one week (air fare included). An advanced dive trip to some islands in the Caribbean might run \$1,600 to \$1,900—approximately 40 percent more. For this added cost experienced divers enjoy more diving, virgin reefs and perhaps fewer people.

Advanced dive travel to distant, exotic destinations is a much different story. The cost can run from \$3,000 to \$6,000 per person depending on how exotic you want to get! This type of advanced travel is three or four times the cost of a Caribbean vacation.

By now you are probably wondering if an advanced travel vacation is worth all of this extra hassle and cost. You bet it is—especially if you have been to Cozumel three times and dived other popular Caribbean destinations. After six to ten diving vacations you begin yearning for something different and more special.

Advanced dive travel offers that rare opportunity to experience a one-of-a-kind adventure unavailable anywhere else. Who can dispute the thrill of handfeeding a family of 12 giant potato cod on Australia's Great Barrier Reef? Who would not marvel at Marion Reef's incredible 300 foot visibility?

The sunken Japanese fleet in Truk Lagoon is a fascinating swim through World War II history and one that is unparalleled in wreck diving beauty. Shark feeding in the Maldive Islands is an incredible demonstration of man's courage and a wild animal's capacity for patience.

Each of these advanced dive trips is a remarkable adventure that will be remembered and described to friends for years afterward. It is the diver's way of grabbing a little of life's gusto. And, for many of us, it is well worth all the hardships endured and the money spent.

Look at it this way. The average certified diver can look forward to 25 years of active diving. At the average rate of two vacation trips per year, the traveling diver can visit a total of 50 different destinations in a lifetime!

At last count, there were about 350 resort dive operations worldwide. That means the average diver will only sample 15 percent of the world's diving experiences. Which 50 dive destinations do you plan to visit? ➤

NEW FOR 1986

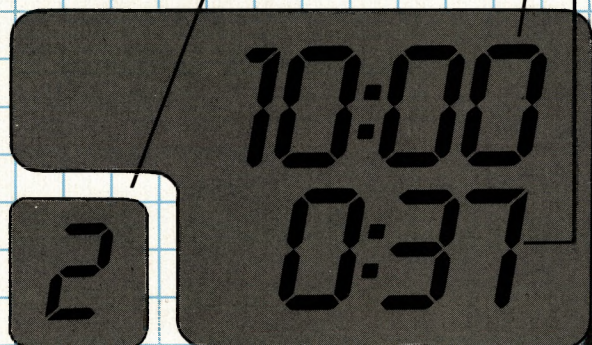
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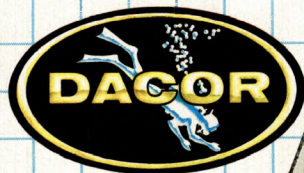
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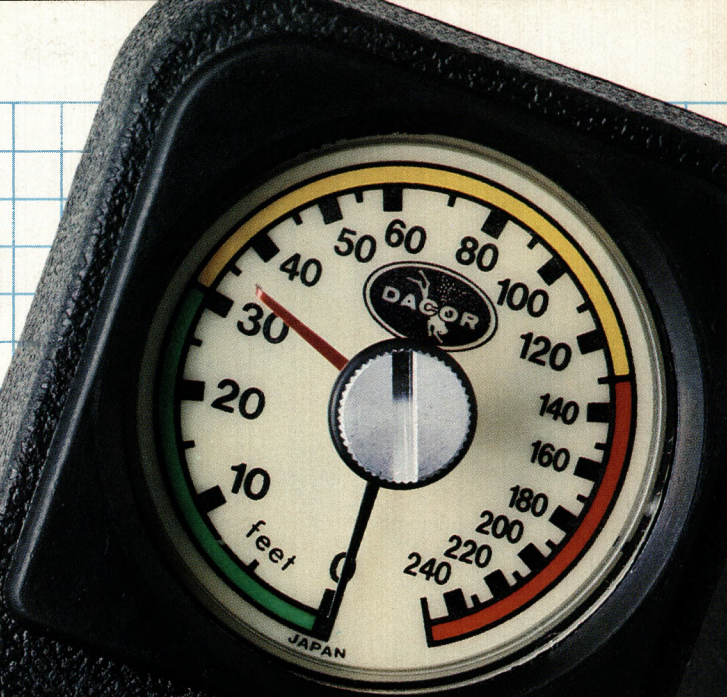
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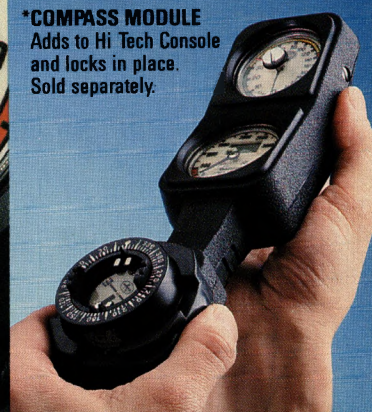
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Diver's Calendar

WORLD UNDERWATER FILM FESTIVAL

The thirteenth annual World Underwater Film Festival (Festival Mondial de l'Image Sous-Marine) will be held at Antibes-Juan les Pins on the French Riviera, just north of Nice, **December 3-7**. The theme is oceanography and Prince Albert of Monaco will participate. Special travel packages are available—contact Julie Naphthali or Karen Oldham, Don Travel, New York City (800) 223-5033 or, in New York, (212) 840-0110. For more information on the festival, contact John C. Fine, 117 Beekman St., New York, NY 10038. 🌊

BALTIMORE UNDERWATER FILM FESTIVAL

The Baltimore Underwater Film Festival will be held **December 6** at Catonsville Community College, Catonsville, Maryland. Hosted by Emory Kristoff, deep sea photography specialist, it will feature his works and those of other filmmakers. For more information contact Clarita Berger, BUFF, c/o 442 Chalfonte Drive, Baltimore, MD 21228; (301) 747-3004. 🌊

NATIONAL SHIPWRECK ARCHAEOLOGY CONFERENCE

The third annual National Shipwreck Archaeology Conference, presented by the Atlantic Alliance for Maritime Heritage Conservation and sponsored by Henderson Aquatics and East Coast Diving Supply, will be held in Atlantic City, New Jersey **December 12-14** at Bally's Park Place Casino Hotel. Activities include: search and recovery techniques discussion, legislative forum, artifact conservation practices, a fashion show, exhibits and more.

For information contact the Alliance Hotline (202) 231-3666 or write Atlantic Alliance, P.O. Box 27272, Central Station, Washington, D.C. 20038. 🌊

PACIFIC DIVE CLUB DINNER/DANCE

The Pacific Dive Club of Long Beach, California, a non-profit organization with 300 members, will host a Christmas dinner/dance **December 13** at the Lakewood Country Club in Lakewood, California. Proceeds from a raffle will go to the Cabrillo Marine Museum in San Pedro, California. For information contact Ans Steenmeijer, 3823 Hackett, Long Beach, CA 90808. 🌊

UNDERWATER ENDURANCE ATTEMPT

December 19-24, Jay Smith and Al Rehfeldt will attempt to set a new *Guinness Book of World Records* record for underwater endurance in scuba gear. The current record is 110 hours and 125 hours is the attempted goal. The event will take place at the University of Texas-Arlington and the purpose is to raise money for the Moslah Shrine Temple's Burned and Crippled Children's Home.

For more information contact Jay Smith (817) 496-1019 (days) or Michael Fox, event coordinator, (817) 275-3336 (days) or (817) 860-5773 evenings. 🌊

CAVE DIVING WORKSHOP

The Cave Diving Section of the National Speleological Society (NSS-CDS) will host its annual winter cave diving workshop in Brantford, Florida **December 27-28**. There will be morning lectures and afternoon workshops with followup field exercises in the springs.

For information contact: Winter Workshop, NSS Cave Diving Section, P.O. Box 950, Brantford, Florida 32008-0950. 🌊

FROZEN FIN DIVE

SECONN Dive Club will hold its 23rd annual Frozen Fin Dive at Greenhaven Beach, Pequot Avenue, New London, Connecticut **January 1**. Local dive shops and manufacturers have donated equipment for prizes. Registration is at 10:00 am and the dive begins at noon. Divers must bring proof of certification. For information contact Jim (203) 848-9840, Gene (203) 886-5234 or Brian (203) 848-3385. 🌊

CALIFORNIA WRECK DIVERS BANQUET

The California Wreck Divers will host their Annual Banquet **January 31**. This year's keynote speaker will be Bleth McHaley, vice president of Treasure Salvors. Riches of the *Atocha* and Mel Fisher's 16 year quest to find her will be highlights. For information contact David Lee (818) 576-8293, Pat McFerran (213) 390-5171 or write to CWD, P.O. Box 10571, Marina del Rey, CA 90291. 🌊

CATALINA ISLAND PHOTO COMPETITION

The Underwater Photographic Society of Northern California and the Blue Dolphin House of Avalon, Catalina Island, California will host the first annual Catalina Island Underwater Photo Competition **February 6-8** in Avalon on Santa Catalina Island. Contestants shoot one roll of film on Saturday and submit their entries on Sunday. Registration includes two nights' lodging, Saturday dinner, Sunday brunch, film and developing.

For information contact Nanci Davis, P.O. Box 2605, Avalon, CA 90704; telephone (213) 510-1811. 🌊

ST. PETERSBURG SHELL SHOW

The St. Petersburg (Florida) Shell Club, Inc., will present its 40th annual Shell Show **February 13-15** at the Community Center, 1 Park Place at 106th Avenue, Treasure Island, Florida. The event features museum quality collections of shells.

For information contact St. Petersburg Shell Club, c/o Barbara Ferguson, 6950 46th Ave. North, #51, St. Petersburg, FL 33709. 🌊

BOSTON DIVING SHOW

The 37th edition of the Boston Diving Show will be held **February 28** at the Boston Park Plaza Hotel, Boston, Massachusetts. The event includes daytime exhibits and seminars and an evening film show. Proceeds from the show will go to the Divers Alert Network.

For information contact Fred Calhoun, P.O. Box 291, Back Bay Annex, Boston, MA 02117; (617) 944-4785. 🌊

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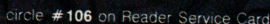


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Scuba Quiz

Category: Physiology

Topic: Nitrogen Narcosis

By Dennis Graver

The air we breathe has a strange effect under pressure and this effect can be hazardous. What does narcosis really do to you? Can your tolerance to its effects be increased? Are the symptoms standard? If you know more about the subject, then use that knowledge wisely, you'll be a safer diver. Test your knowledge and learn more about narcosis by answering the questions, then compare your answers to ours on the next page. Note: Select *all correct answers* on questions with an asterisk (*) and the *most correct answer* on all others.

***1. Which terms or phrases are synonymous with nitrogen narcosis?**

- ☐ A. Rapture of the deep
- ☐ B. Narks
- ☐ C. Depth intoxication
- ☐ D. Martini's Law

2. The underlying cause of nitrogen narcosis is:

- ☐ A. Elevated partial pressure of CO₂ at depth
- ☐ B. Elevated partial pressure of O₂ at depth
- ☐ C. Anesthetic property of gases
- ☐ D. Unknown

***3. Symptoms of nitrogen narcosis:**

- ☐ A. Are not experienced by some divers
- ☐ B. Can include euphoria
- ☐ C. Can include anxiety
- ☐ D. Vary from person to person
- ☐ E. Vary within an individual from day to day

***4. Which of the following enhance narcosis?**

- ☐ A. Consumption of alcohol prior to diving
- ☐ B. Retention of carbon dioxide
- ☐ C. Being fatigued at the outset of a dive
- ☐ D. Rapid rate of descent

5. Susceptibility to narcosis is also affected by:

- ☐ A. Anxiety
- ☐ B. Cold water
- ☐ C. Both of the above
- ☐ D. None of the above

6. The effects of narcosis are usually noticeable in recreational divers at depths of:

- ☐ A. 60 to 80 feet
- ☐ B. 80 to 100 feet
- ☐ C. 100 to 110 feet
- ☐ D. 100 to 130 feet

***7. Relief from the effects of narcosis can be obtained by:**

- ☐ A. Stopping all activity until rapture passes
- ☐ B. Breathing deeply while pacing activity
- ☐ C. Ascending to a shallower depth
- ☐ D. Hyperventilating to reduce blood carbon dioxide

***8. Narcosis is dangerous because:**

- ☐ A. It decreases reasoning ability
- ☐ B. It impairs short term memory
- ☐ C. It slows mental activity
- ☐ D. It narrows perception

***9. After effects of severe narcosis include:**

- ☐ A. Tiredness
- ☐ B. Headache
- ☐ C. Nausea
- ☐ D. There are no after effects

10. If the descent rate is rapid, the initial effects of narcosis tend to:

- ☐ A. Be more severe than normal
- ☐ B. Be less severe than normal
- ☐ C. Be unpredictable
- ☐ D. Descent rate is not a factor

***11. Which of the following is a good test for narcosis at depth?**

- ☐ A. Arithmetic problems
- ☐ B. Handwriting
- ☐ C. Manual dexterity tests
- ☐ D. Breathing rate measurements

12. Narcosis is best prevented in recreational diving by:

- ☐ A. Use of mixed gases
- ☐ B. Diving shallow
- ☐ C. Proper breathing habits
- ☐ D. Both B and C

13. If you suspect your buddy has narcosis, you should:

- ☐ A. Signal him or her to ascend
- ☐ B. Get him or her to rest and breathe deeply
- ☐ C. Physically help him or her to shallower water
- ☐ D. A and C, but not B

***14. Increased tolerance to narcosis can be obtained by:**

- ☐ A. Making several 150 foot dives
- ☐ B. Making weekly deep dives
- ☐ C. Increasing alcohol tolerance
- ☐ D. Increasing determination

15. The Meyer-Overton theory relates:

- ☐ A. Anesthetic effect to gas solubility in fat
- ☐ B. To depression of central nervous system by gases
- ☐ C. To measurement of intoxicating effect of gases
- ☐ D. All of the above

Scuba Quiz

Answers: Nitrogen Narcosis

1. A, B, C, D. Cousteau called narcosis "rapture of the deep" in 1954. The unromantic British divers simply called it "narks." It is termed "depth intoxication" in some books. The most correct name is probably "inert gas narcosis." Some object to the word narcosis, but its usage is correct. (See Webster's Dictionary.)

2. D. Unknown. To quote Dr. Chris Dueker, "Several theories have been proposed to explain the mechanism of narcosis. None completely satisfies." It is believed that narcosis is closely related to the mechanism of anesthesia, however, so if you chose answer C, give yourself half credit for the question.

3. A, B, C, D, E. Studies have shown three groups with regards to symptoms: Those who develop euphoria, those who develop anxiety and those who feel no symptoms. The last group is the worst, for they are still affected by narcosis, but are unaware of it. Remember that symptoms vary from dive to dive and use caution.

4. A, B, C, D. Here is yet another reason to avoid alcohol prior to diving. Good health habits are important, such as being well rested for a dive. You need to be well and feel well—physically and emotionally—before making a deep dive. Training and experience are also prerequisites.

5. C. Both of the above. Novice divers are more affected at shallower depths than experienced divers. As

confidence increases, the effects of narcosis are decreased. It is ironic that cold enhances narcosis because the water tends to become colder as depth increases. Narcosis isn't a problem in warm, shallow water, so that's where novices should dive.

6. B. 80 to 100 feet. Experienced divers usually feel the effects of narcosis around 100 feet, but newly certified divers tend to experience effects at shallower depths. I feel that narcosis begins as soon as you descend and it just gets worse the deeper you dive!

7. C. Ascending to a shallower depth. The other actions listed may be helpful for dealing with other problems such as overexertion or carbon dioxide excess, but they will not provide relief from narcosis. In fact, they would probably make it worse. You must reduce the pressure of the gases being breathed and this requires ascending.

8. A, B, C, D. The major problem with narcosis is that it reduces intellectual capacities. If your perception is narrowed, thinking occurs in slow motion, you are forgetful and cannot reason clearly, you are in a dangerous situation underwater. While you may be able to perform physically through sheer willpower, your mental capability is reduced to a dangerous level. Avoid this.

9. A, B. General tiredness and a headache may occur following a dive in which narcosis was experienced. The longer the exposure to the effects of

narcosis, the more severe the after effects. Relief from narcosis should be sought as soon as it is felt or observed.

10. A. Be more severe than normal. The U.S. Navy recommends a rate of descent no greater than 75 feet per minute. Rapid descents to deep water can bring on a case of what some divers call "the uglies," which is really a symptom of narcosis. Slow, easy descents are recommended.

11. A, B, C. One test used in studies is the multiplication of sets of two digit numbers. The error rate on the surface is compared to the error rate underwater. Handwriting becomes increasingly larger with the severity of narcosis. Manual dexterity is the least accurate indicator of narcosis for recreational diving depths, but a loss of ability can be measured.

12. B. Diving at shallow depths. Commercial divers breathe a mixture of helium and oxygen to avoid narcosis. Helium is only one-eighth as narcotic as nitrogen. Mixed gas diving is highly technical, however, and should never be attempted by recreational divers.

13. C. Physically help him or her to shallower water. If your buddy's awareness and reasoning ability are impaired, he or she may not respond to your signal or may even head for deeper water! Signaling is OK, but do it after making contact while getting him or her above narcotic depths. Your buddy may not understand or appreciate your action, but safety is more important than his/her feelings at this point.

14. B, D. Tolerance to narcosis is gained through experience. Greater tolerance is possible with frequent exposure, but *weekly* activity is required. As anxiety is overcome, deeper depths are possible before the effects of narcosis are noticed. Mind over matter also works. If you believe strongly that narcosis will not affect you, tolerance is increased; but your willpower can override warnings affecting your safety, so be careful.

15. D. All of the above. This theory relates anesthetic effect to gas solubility in fat. It states that when any inert substance reaches a sufficient concentration in the fatty part of the nervous system, depression results. The theory isn't perfect, but it does help one understand gas narcosis.

Do you know more about inert gas narcosis now? The basics of the subject are that dangerous effects occur at about 100 feet and that one should ascend as soon as the effects are felt. The same policy should apply to all divers, not just beginners. Unfortunately, highly experienced divers tend to believe differently and they jeopardize their safety by stating incorrect theories and making deep dives. I believe those who dive deep are displaying a lack of wisdom more than unusual ability.

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It seems fitting that on the 45th anniversary of the Japanese attack on Pearl Harbor, the USS *Arizona* is receiving royal treatment. National Park scientists and U.S. Navy divers are studying unusual deterioration on one side of the 608 foot long wreck, a memorial to the men and women who lost their lives during the attack in 1941.

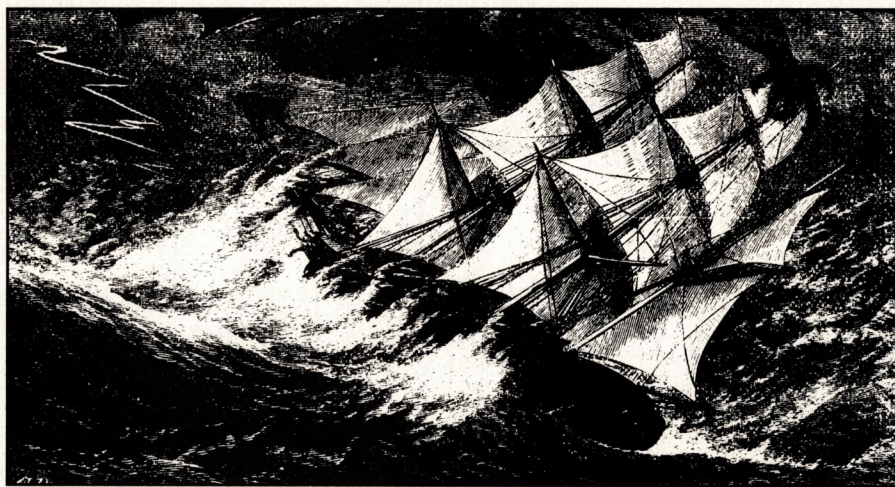
"It's interesting," says diving superintendent Gary Cummins. "We're studying all factors that affect the ship's condition, including marine organisms, salinity, light and temperatures—searching for special variables that accelerate deterioration." Cummins and others are investigating why deterioration is predominant on certain parts of the starboard side of the hull.

"We're looking at the possibility of cathodic protection," Cummins explains, "in which electric anodes would be attached to the ship and a low voltage current passed through the hull to reverse the process of electrolysis, the cause of metal deterioration. More than one million visitors per year board the memorial platform on the other side of the ship, which appears in relatively stable condition."

Divers are hampered by limited visibility that seldom exceeds seven feet on the 38 foot deep wreck. They painstakingly took measurements and made sketches of the hull and then everything was pieced together by scientific illustrator Jerry Livingston. The survey—in its second year—will eventually enable park rangers to speak with greater knowledge and authority when explaining the causes of the USS *Arizona*'s rapid sinking and the appalling destruction wreaked upon her during the infamous dawn attack.

In July 1985 I wrote about the recovery of artifacts from the HMS *Pandora*, which sank in 1790 on the Great Barrier Reef northeast of Australia. Captain Edward Edwards and his 24 gun frigate were searching for Captain Fletcher Christian and his crew who mutinied aboard the HMS *Bounty*. Peter Gesner, a representative of the Queensland, Australia Museum, reports on further discoveries by Australian divers. Historical treasures brought up recently include a silver watch that still works, a bottle of cloves with a strong aroma, clay pipes, ivory syringes, armaments and rigging. "There is no other wreck like it," Gesner says. "It's a storehouse of naval life with its hull virtually intact—a fine example of how European ships were outfitted for exploration of the South Pacific nearly 200 years ago." Diving is restricted to six weeks per year because of turbulent conditions. Museum officials say it may take another decade to retrieve all the artifacts.

Divers Jeff Hummell and Matthew McCauley raised a World War II Grumman Helldiver from Lake Washington and immediately experienced problems with the federal government. U.S. Navy officials seized the plane from McCauley's



Wreck Facts

BY ELLSWORTH BOYD

home and began legal proceedings to establish ownership. Government attorneys were trying to set a precedent for future aircraft recoveries, but they hadn't done their homework. Hummell and McCauley produced documents in court revealing a formal request to the Pentagon asking about ownership of salvaged World War II planes. They were told the government had abandoned these old military aircraft, which had been "stricken off" the records. Judge John Coughenour ruled the aircraft was the property of Hummell and McCauley and ordered it released from the Sand Point Naval Base where it had been impounded. The judge also ordered the U.S. Navy to pay the divers \$12,000 for costs incurred in the case. The precedent the government hoped to set backfired and divers now have a precedent of their own to fall back on for future recoveries.

Congratulations to California Wreck Divers, Inc., a club that continues to fight

the endless bills emanating from Washington bureaucrats who would regulate divers off wrecks they've been exploring for years. Special thanks to David Lee, Pat McFerran, Charles Pincus, Paul Tetreault, Frank Farmer, Bill Wilson, Susan Kay, Steve Lawson, Steve Giles and Dan Purdie for their tireless efforts.

Ron Schriar, Riviera Beach, Florida is a shipwreck explorer interested in a barge he discovered off Singer Island, Palm Beach County. Ron, Jimmy Abernathy and Robin Athey found the wreck in 65 feet while exploring reefs from Schriar's boat, the *Hobbitt*. Robin began to penetrate the wreck through a narrow passage in the stern, but made a hasty retreat when a curious tiger shark cruised out to see what was going on. Although the stern is explorable, the bow is crushed in and the superstructure takes a constant beating from strong currents and surges that build up during hurricane season. Schriar is interested in the history of the wreck. If you know anything about it, contact him at 191 Shore Drive, Riviera Beach, FL 33404.

Clive Cussler, popular author and diver, called to tell me about the dirigible, *Akron*, that crashed at sea in 1933, killing 73 passengers and crew. Cussler, aboard Captain Al Ecke's boat, located the much publicized airship 27 miles due east and slightly south of Beach Haven, New Jersey. He used positions retrieved by historian Bob Fleming from the *Akron*'s logbook. The dirigible was 785 feet long and 138 feet in diameter, almost the same size as the *Hindenburg*. The *Akron* crashed while on a practice flight from the Naval Air Station, Lakehurst, New

(Continued on Page 43)



USS Arizona

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Diving Medicine

BY ALFRED A. BOVE, M.D., PH.D.

We are noticing an interesting increase in divers who develop heart attacks underwater. Obviously, this is not a situation anyone wants to be in, whether as the victim or the victim's buddy. It has been said that decompression sickness can mimic a heart attack and many physicians have misdiagnosed decompression sickness as a heart attack. Today, heart symptoms felt by a diver are more likely to represent an actual heart attack than decompression sickness.

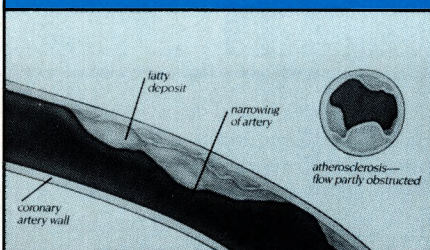
In reviewing several cases of heart attacks while diving, it became apparent the victim was unaware he was at risk, and that diving could be strenuous enough to cause the heart to malfunction.

These cases raise an important issue involving fitness and determining if the fitness level is adequate for safe diving.

In evaluating a subject for good cardiovascular health—the most critical problem in any sport activity, including diving—we examine a set of risk factors that can increase the chances of developing premature atherosclerosis (hardening of the arteries), which is usually the cause of a heart attack. In this disease, called coronary artery disease, the arteries to the heart are narrowed over time until one of them becomes totally occluded. When this happens, the heart muscle is not supplied with enough oxygen to function properly. This results in several different outcomes. The least serious is the development of tightness, or pain in the middle of the chest, in the neck or in the arms (left more than right). If the pain is not associated with heart damage, we call it angina pectoris. It is an indication the heart is starved of oxygen and is a signal to seek medical help as soon as possible. If no damage to the heart occurs, the pain usually subsides when the stress that caused it is over. People with angina pectoris learn to stop what they are doing if it invokes pain, and we usually provide nitroglycerin tablets to help restore heart function to normal.

If pain from the heart does not subside quickly by resting or eliminating the stress that caused it, then it is likely that some damage to the heart muscle has occurred. This is called a myocardial infarction and is also known as a heart attack. Heart attacks have several complications, which include reduction of the

This diagram shows fatty deposits narrowing an artery supplying the heart muscle (coronary artery). As time progresses, the deposits build up until they ultimately occlude the artery. When the channel is narrowed to less than 50 percent of its original diameter, the heart muscle will be deprived of oxygen during exercise equivalent to that required for diving.



pump function of the heart, abnormal heart rhythms and cessation of the normal heartbeat, with sudden death. Any of these complications can occur anytime from the first sign that something is wrong, to several days later when it appears that recovery will be successful. If the person with a heart attack recognizes the event and reports to a hospital for care, we place him/her in a special care unit where continuous monitoring allows us to detect the early signs of complications and take measures to prevent them.

The third event that can occur when the heart is deprived of oxygen is a sudden change in the rhythm of the heart that prevents normal pumping of blood. If this is not treated within minutes, the subject will die. Treatment is cardiopulmonary resuscitation (CPR) and must be done immediately. This is not a time when you can wait for medical help and expect a successful outcome. You must be ready to administer CPR immediately, otherwise, the victim will die. Because of this need for immediate knowledge and action, we recommend to all divers that they obtain training in CPR. The life you save may be one that is very dear to you.

But the development of this kind of heart disease is not inevitable. We have learned that the incidence of coronary disease can be reduced and the disease prevented by careful attention to good health practices.

PREVENTING HEART ATTACKS

There are several factors that can be used to predict the risk category of any individual for a heart attack. These factors have been studied in several large national trials and can be modified to minimize the risk for heart attacks. All of the factors involve prevention of narrowing of the coronary arteries. Narrowing is owing to deposits of fatty plaques in the artery wall. The cause of the plaques is not known precisely at present, but there is intense research in this area because of the high incidence of this disease, its lethal nature and its enormous costs in productivity and health care.

Risk Factors for Heart Attack

High Cholesterol
Cigarette Smoking
Hypertension
Deconditioning
Stress

Cholesterol

If all of the above factors are abnormal, there is a high risk of heart attack. If all are under good control, the risk is reduced. All of the factors can be modified by changes in lifestyle. Family inheritance of a high risk is also important, but cannot be changed.

In health evaluations of people over the age of 40, these factors should be examined to determine the state of risk. Cholesterol and several other components of the fats in the bloodstream can be measured by a blood test. If cholesterol or other fats are high, both diet and exercise can be used to reduce their level. We generally recommend that intake of red meat be reduced. Animal fats are, in part, the cause of abnormal levels of blood fats. Changes in diet toward fish and poultry, use of skim milk, margarine and light cheeses all help reduce fat in the blood. Exercise alone is usually not enough to keep these fat levels normal; attention to diet and weight reduction must also be undertaken. The following table shows how cholesterol levels can increase your risk of heart attack:

Cholesterol Related Risk for Heart Attack

Cholesterol Level	Risk
> 300	High
240-300	Moderate
200-240	Average
< 200	Low

Cigarettes

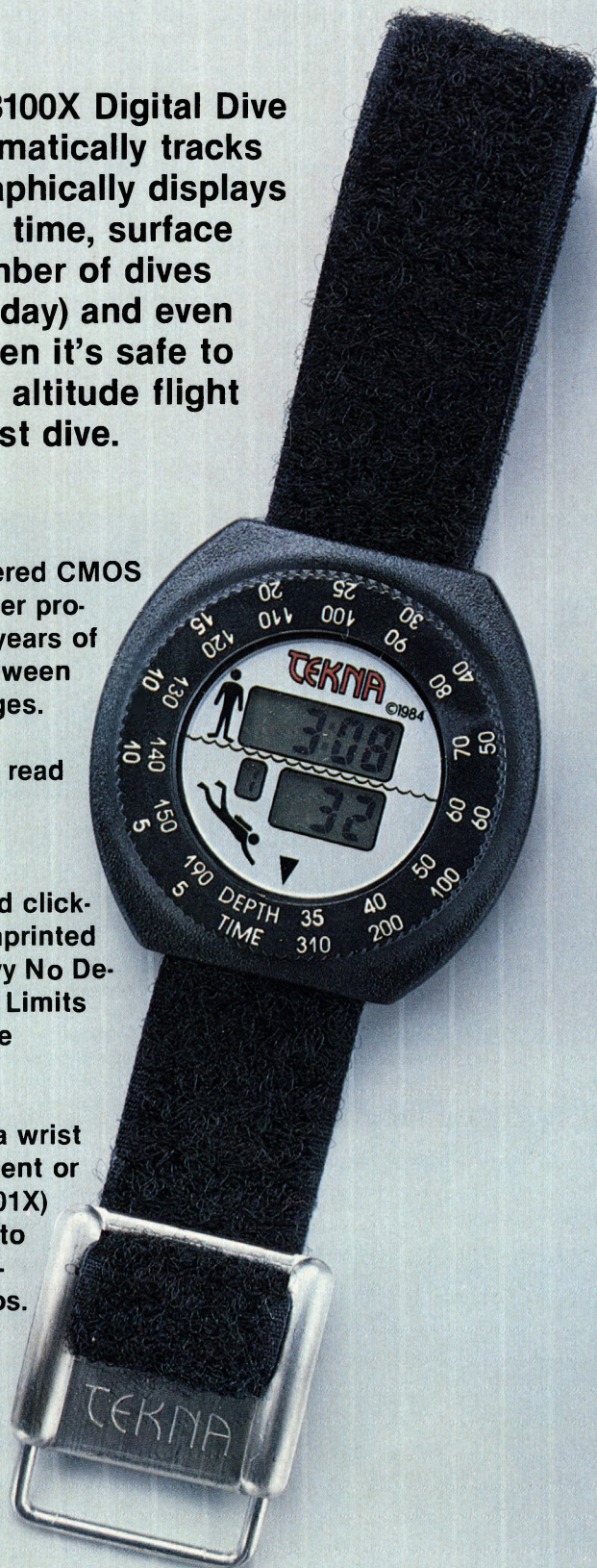
Another serious risk factor for heart disease is cigarette smoking. Although the exact link between smoking and heart attack is not yet clear, there is already evidence that cigarette smoking has a direct effect on the blood vessels of the

(Continued on Page 20)

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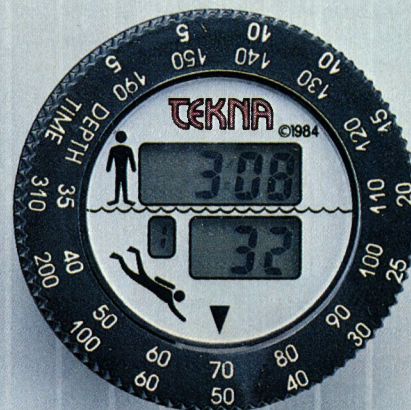
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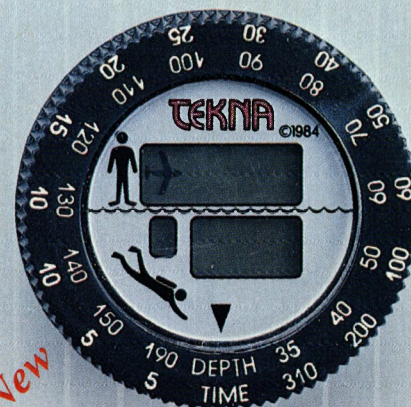
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For many divers and fishermen in California, a favorite seafood quarry is the sheephead. This large wrasse can yield thick fillets noted for their culinary versatility. You may have had this fish baked, poached, basted, barbecued, sautéed or even in chowders.

The sheephead, *Semicossyphus pulcher* [formerly *Pimelometopon pulchrum*], like many other reef inhabitants, is hermaphroditic. These fish are sexually mature as females and change into males later in life. The females are smaller, usually a dusty rose color with a pointed snout and jaw. The males are larger and should be the ones targeted by the hunter. They are easily distinguished by their blunt foreheads, black and red bodies and white markings under the jaw. Record male sheephead have exceeded 30 pounds in weight. Sheephead are usually found in rocky kelp areas where they use their sharp teeth to feed on shellfish and crustaceans. There are no daily Fish and Game limitations for sheephead, but the hunter should go only for the larger ones (at least 14 to 18 inches). With patience, a diver using a polespear or gun will eventually be rewarded with a sizable catch.

Once you've bagged your prize sheephead you may want to treat your dinner guests with a special, south of the border recipe guaranteed to knock their booties off; Sheephead Sonora Style.

CLEANING

Using a sharp knife (dull knives will

shred your sheephead into taco filling) fillet from the gill plate all the way to the tail fin. Make an angular incision behind the gills, then turn the blade inward and run the knife along the spinal column as a cutting guide. Be careful not to leave excess fillet on the bone. Once you've removed the fillet from the fish, flip it over and slice the skin off in the same manner. Be sure to work on a flat surface. If you are on a dive boat it is important to leave a one inch patch of skin on the fillet in accordance with California Fish and Game regulations. Take care to cut out all of the small rib bones. Rinse off scales and ex-

cess debris in fresh water. If you are not going to eat your catch right away, wrap your fish in plastic, then cover with aluminum foil. This will allow your sheephead to remain frozen indefinitely without getting freezer burn. Fish should always be cleaned at sea; the longer you wait, the "fishier" your catch will taste. Dressing your sheephead quickly ensures a delicious, fresh tasting meal.

CHOW TIME

Set your meal on the table and add a steaming side of Spanish rice, tortilla chips and a refreshing beverage and set-

The California sheephead begins life as a female (below right) and later may change into a male (below left, held up by Pat Barron). The body shape and coloration of each sex is distinctly different. Bottom: Zesty Sheephead Sonora Style.



photo/Darren Douglass



photo/Tom Campbell

SHEEPHEAD SONORA STYLE

Butter
1 lemon, quartered
Garlic
White wine
Shredded cheddar cheese
Salsa (fresh or canned)

Grease the bottom of a baking dish with butter and add the fillet. Put two thin slices of butter on top of the fish. Add a small amount of white wine (just enough to wet the bottom of the baking dish). Bake in an oven pre-heated to 350°F. After about ten minutes remove from the oven and add a generous covering of salsa. Top with grated cheese and let brown for five to seven minutes. Squeeze lemon quarter over fish.

SHEEPHEAD ENSALADA

Lemon
White wine
Butter
Garlic salt
Diced sheephead fillet
Sautéed pan
Salad ingredients

Pre-heat sautéed pan and toss in one-quarter cube of butter. When butter turns clear, add sheephead. Squeeze in lemon quarter, add a splash of white wine and sprinkle with garlic salt. Let simmer (turning the fish occasionally) for approximately two minutes or until fish turns white. Remove fish from pan and place on paper towel. Let cool in refrigerator for several hours. Now, prepare your favorite salad and add diced fish. Top with Italian or blue cheese dressing!

THE GOURMET DIVER

Sheephead

BY DARREN R. DOUGLASS



photo/Bonnie J. Cardone

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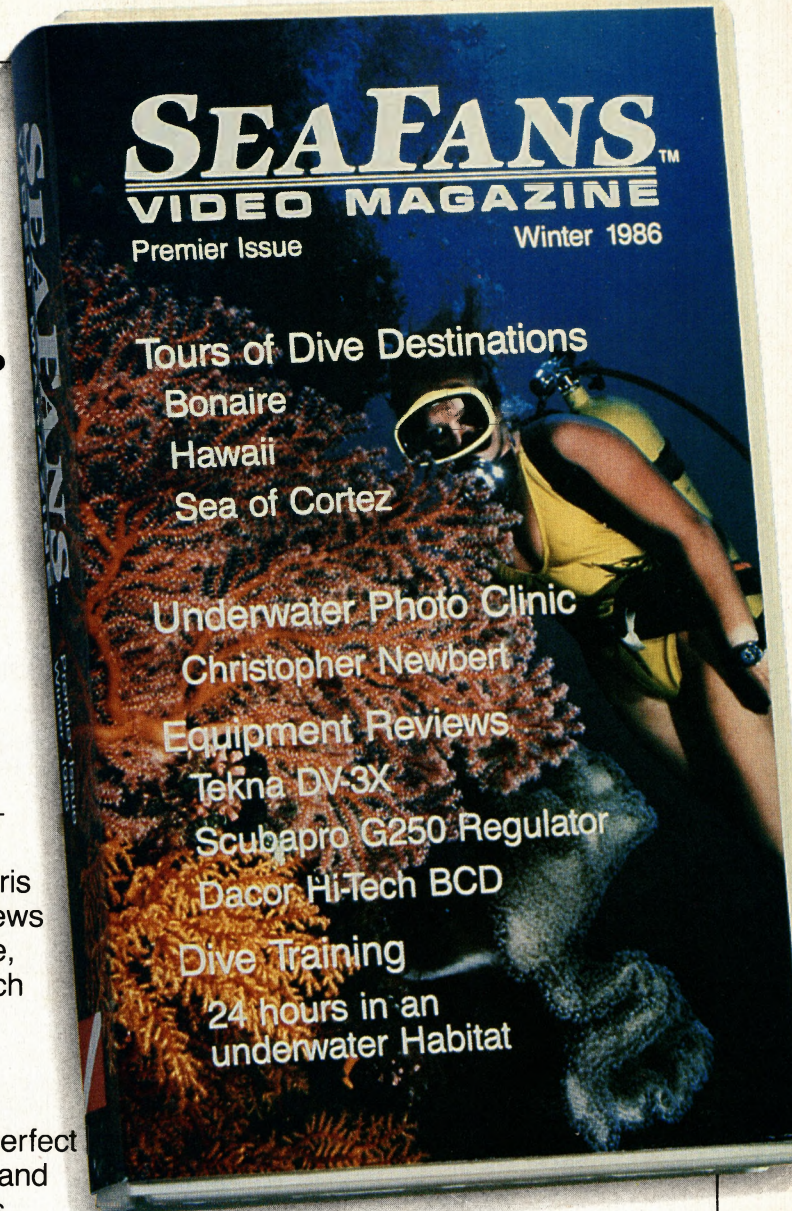
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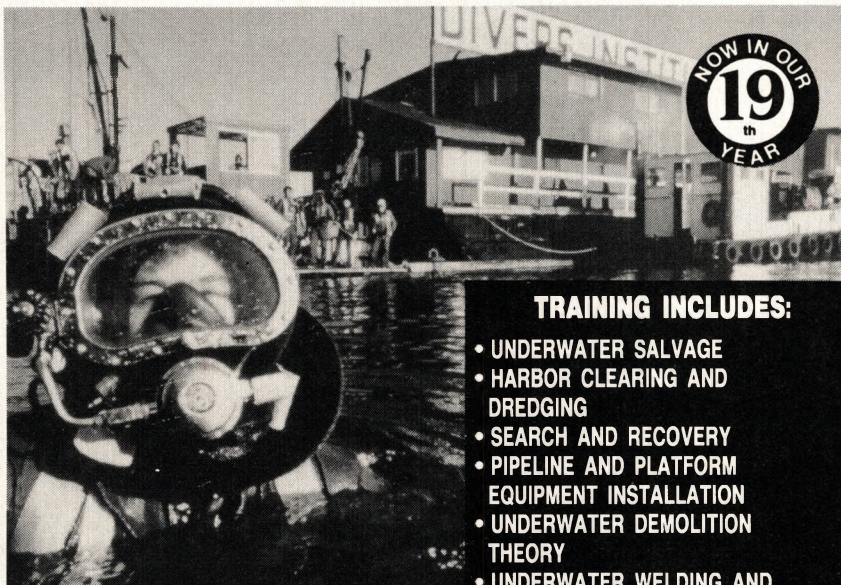
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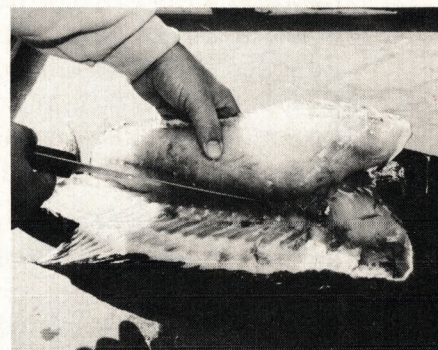
SHEEPHEAD

tle down to business!

Sheephead can also be used in a variety of interesting ways. It's great in seafood salads; just cook your fillet in lemon butter and let chill in the refrigerator overnight. Sheephead is also great in chowders and bouillabaisse.



To fillet your sheephead, use a sharp knife and work on a flat surface. Make an angular incision behind the gill plate and, while turning the blade inward, run it along the spinal column to separate the fillet.



photos/Tom Campbell

Yes, there is a tremendously versatile fish waiting for divers beneath California waters. With a small amount of preparation and some good friends you will have a Sonora style feast destined to satisfy any diver's (or nondiver's) appetite.

DIVING MEDICINE

(Continued from Page 16)

heart: It causes inadequate blood flow and results in oxygen starvation of the heart muscle. If you are healthy, these effects can be tolerated. But, if you already have some degree of blood vessel narrowing, smoking causes further narrowing. We are also seeing evidence of direct damage to the blood vessels from smoking and premature heart disease in young people who smoke. Cigarette smoking is also suspected in some cases of air embolism in otherwise healthy divers. Smoking irritates the airways, causing them to narrow. If they narrow enough to trap air, an embolism will result during

(Continued on Page 24)

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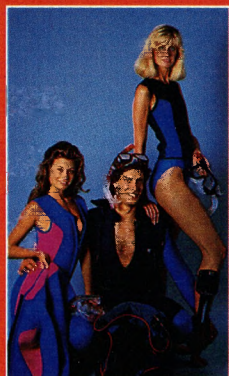
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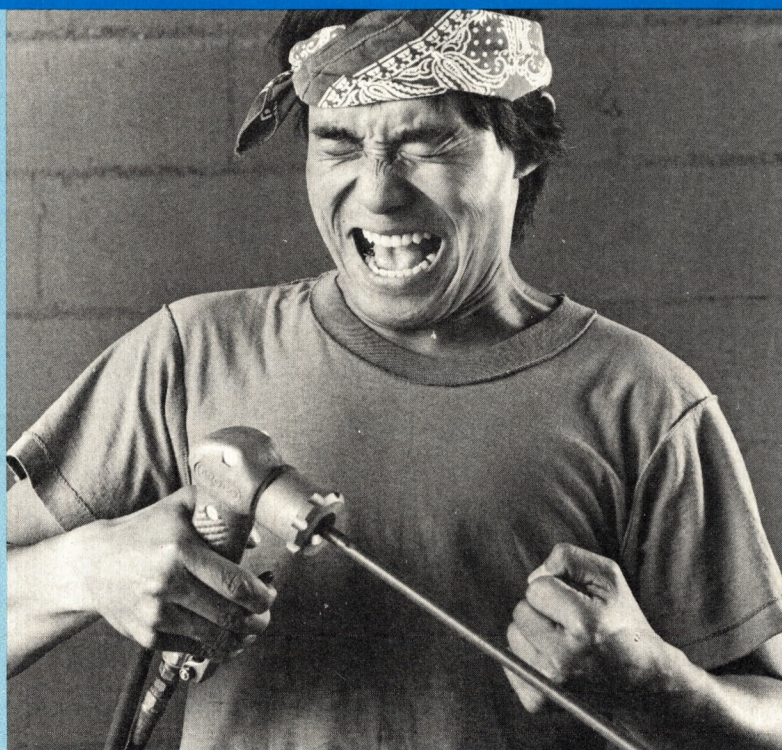
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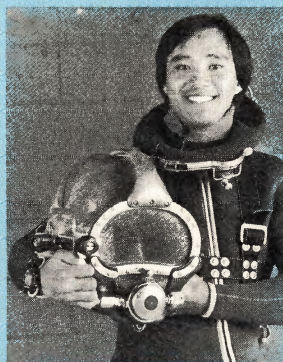
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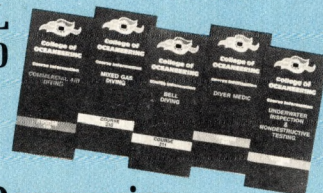


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DIVING MEDICINE

(Continued from Page 20)

ascent from an otherwise normal dive. These two factors alone, in addition to the longer term risk of developing lung cancer from smoking, should be enough to eliminate this habit from your lifestyle. Like cholesterol, smoking risk can be graded as shown in the following:

Heart Attack Risk from Smoking

Cigarettes per Day	Risk
> 15	High
0-15	Average
0	Low

Hypertension

High blood pressure is a medical problem that involves 10-12 million people in the United States alone. Elevated blood pressure may not produce any symptoms for many years until blood vessel damage is severe and a stroke, heart attack or kidney failure occurs. The only way to be sure your blood pressure is normal is to have it checked. This can be done by a physician, nurse or even by an automatic machine. If the reading is high, you should consult a physician for further evaluation. Blood pressure is easy to control with diet, exercise and medication, if needed. If left unchecked, it will ultimately result in damage to your blood vessels that cannot be reversed if treatment is started too late. The following table shows the heart attack risks associated with hypertension:

Blood Pressure and Heart Attack Risk

Blood Pressure	Risk
> 140/90	High
120/80-140/90	Average
< 120/80	Low

There is a family tendency for hypertension, so if your parents or grandparents have hypertension, you should be sure to have your blood pressure checked. If hypertension is severe you should not dive until a thorough medical evaluation is done and treatment brings your blood pressure to normal. If medication is needed, you will need a test of your exercise capacity before you can undertake diving. Diving with high blood pressure is not recommended.

Fitness

Your level of fitness also determines your state of risk for heart attack. Recent studies in large populations of previously healthy people indicate that heart attack risk can be reduced by exercising at a level that consumes 2,000 calories of en-



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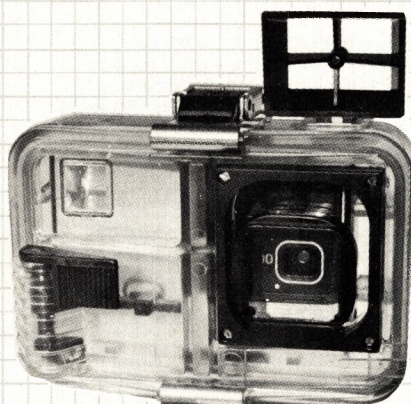
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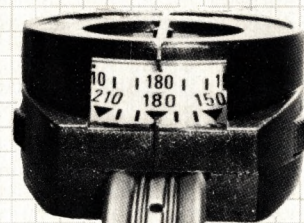
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DIVING MEDICINE

ergy per week. This can be accomplished by walking or jogging 20 miles per week or by any other aerobic exercise that can be done for 3-4 hours per week (cycling, swimming, rowing, aerobic dancing, etc.). Exercise reduces heart attack risk at lower levels than 2,000 calories, but optimal benefit is gained by the 2,000 calorie activity level.

Exercise Effects on Heart Attack Risk

Exercise Level	Risk
None	Increased
<2,000 cal.	Average
>2,000 cal.	Decreased

Although lack of exercise does not appear to be as significant a risk factor as high cholesterol or smoking, there is mounting evidence that a moderate amount of exercise is necessary for optimal function of the heart and circulation. Research in our own laboratory shows coronary arteries are larger and constrict less after exercise training and that there is a more efficient handling of adrenalin in the blood after exercise training. Other studies have shown that blood pressure control is improved with exercise training and that reactions to stress are attenuated in trained individuals.

Stress

The final risk factor in need of discussion is the problem of stress. It is even difficult to define the concept of stress because individual reactions to stressful situations vary from no reaction to severe anxiety and panic. It is clear that stress is an important factor in predicting the risk of heart attack. Some investigators have identified the "hot reactor," who overreacts to all stressful situations, as a heart attack prone individual. Others have found that type "A" personality is related to heart disease. Both groups demonstrate an overreaction to stress that involves a rise in blood pressure, increase in heart rate, anger and sometimes irrational behavior. Somehow, this kind of reaction makes a person prone to heart attacks. As mentioned previously, there seems to be a reduction in the stress reaction in people who exercise regularly, but this observation is far from established and good studies to prove or disprove it are not available.

Diving safety involves more than good technique with equipment and procedures. It involves attention to your general health, avoidance of a lifestyle that makes you prone to coronary heart disease and attention to your physical capacity to avoid accidents or complications of illness while diving.



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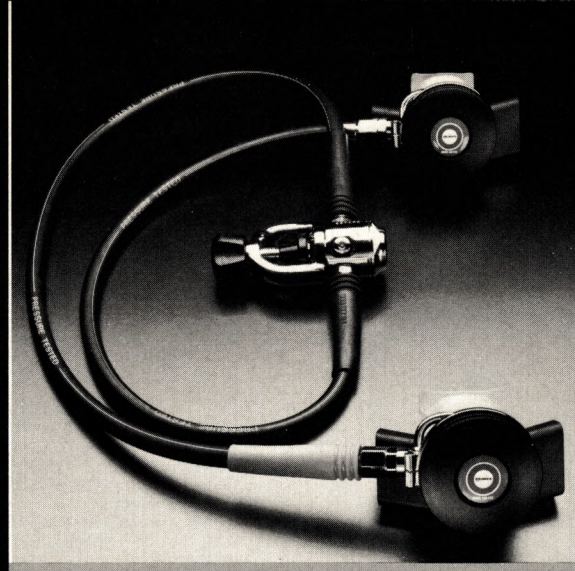
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Nikonos Land Photography

TEXT AND PHOTOGRAPHY BY JACK AND SUE DRAFAHL

Just imagine yourself on the bow of a speeding boat taking action shots when all of a sudden a wave crashes over the bow. You may get wet but your Nikonos V continues to work without fail.

In previous SKIN DIVER articles, we mentioned the Nikonos V can also be used on land. In fact, this newest addition to the Nikonos family has features that make it better than many land cameras. Before you scoff at this statement, read on. Nikon saw such a demand for the Nikonos V as a land camera they devised a 28mm lens just for that use. This lens offers high quality optics providing great wide angle photos, even in a rainstorm!

The Nikonos V can be used for such activities as backpacking, camping, cross country skiing, rafting, biking and boating. Mud, rain and severe camera vibrations seem to be common in these sports but the Nikonos can withstand it all. But, best of all is that divers taking trips to distant exotic locations need not take along two camera systems: One full underwater system is all you need. It is easy to take your Nikonos out on the dive boat, make several dives with it and a few hours later use the same camera to take scenic island photos.

Focusing with the Nikonos on land is somewhat different than with SLR land cameras. Instead of looking through the finder and focusing on a subject, you use the focus scale on top of the lens. Again you scoff! How can you get sharp photos? Well, depth of field with the 28mm land Nikkor is so broad that focus need not be absolute. At f/22 with the lens set for four feet, everything from two feet to infinity is in focus. At f/11, with the lens set for eight feet, everything from four feet to infinity is in focus.

Depth of field with the 35mm lens is not as great as it is with the 28mm but is still broad enough to capture most every scene. At f/22 with the 35mm lens set for six feet, everything from three feet to infinity is in focus. At f/11 with the same lens set for 12 feet, everything from six feet to infinity is in focus.

In order to maintain small apertures, a medium speed film is recommended. Kodak and Fujichrome ISO 100 and 200 films have medium speed and excellent quality. The best part of all, however, is using the Nikonos V camera to take outstanding close-up pictures on land! If you have ever tried using underwater macro framers on land, you found they don't

work. But, if you use specially made land framers, they work great! These framers look like those used underwater with the 35mm lens, except they are about 30 percent shorter.

The 1:3, 1:2 and 1:1 framers have their own extension tubes, while the 2:1 framer uses the 1:1 and the 1:2 tubes



Top: The Nikonos V takes excellent scenic photos with the amphibious 35mm lens. Above: In-air extension tubes and framers. Framers left to right: 1:3, 1:2, 1:1, 2:1. The system works well with the SB 15 flash.

stacked together. The framers are mounted onto the extension tubes.

The advantage to using land framers for close-up photos becomes obvious on your first hiking trip. For some reason, most close-up photos are not in convenient locations. The best looking mushrooms are on the underside of logs and the most beautiful wildflowers grow high on the side of a muddy hill. With a normal land camera you might have to lie on the ground for that great mushroom photo, but with the Nikonos and framer, just reach down, place the mushroom in the framer and shoot. A close-up of that wildflower high on the hill or in the middle of a stream can be easily captured with the camera held at arm's length.

When looking through the finder of a normal land camera a two dimensional image comes into focus when you turn the lens barrel. It's pretty simple to frame, focus and photograph when a subject remains still, but what about a fast moving subject? With the Nikonos and land framers, you have the ability to view and photograph three dimensional subjects from any angle. Land framers allow you to follow moving objects and keep them framed and in focus. With the Nikonos land framer system, when the subject is inside the wire framers, it is in focus.

The Nikonos V amphibious camera offers fully automatic exposure control and through the lens (TTL) metering. It has two separate light sensors—one for available light and one for flash. Both sensors meter the light directly and provide accurate exposures even when using extension tubes, filters or when unusual lighting conditions are encountered.

The various underwater flash systems used with the Nikonos camera underwater could be used on land, but you might find them heavy and bulky. That's where a special TTL land sync cord comes in handy. This Nikon cord connects the Nikonos to a topside flash the same way it does underwater strobes. Nikon's SB 15, 16 and 18 flashes, as well as a variety of other flashes, are designed to work in the TTL mode with the Nikon FG camera. (Nikon FG and Nikonos have similar TTL sync systems.) These flashes can be fitted on macro brackets that make a very light and efficient close-up system for outdoor photography. If inclement weather is encountered, a plastic bag over the flash will give the extra protection needed.

It seems obvious that no matter where your interests lie, on land or sea, scenic or close-up, the Nikonos V is your answer. Why take two different camera systems on your next sporting vacation when the Nikonos V system will do it all?

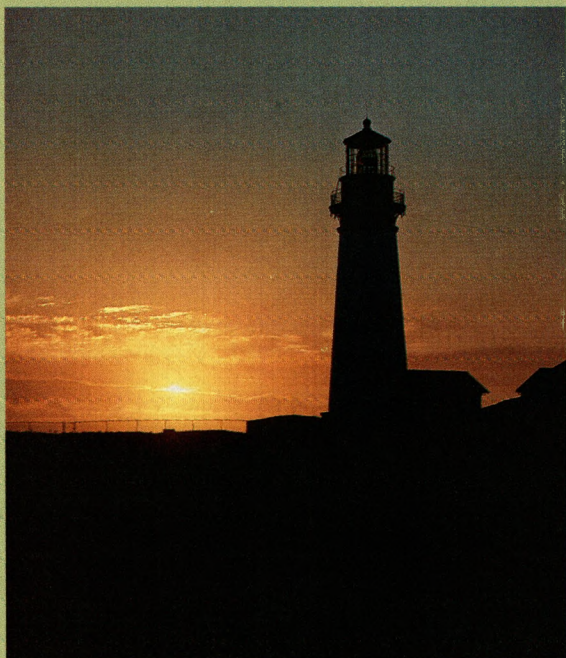
The list price for the Nikonos V with 35mm lens is \$645.50; the 28mm LW Nikkor lists for \$245. Both are available from your dive shop or camera store.

Editor's Note: The underwater extension tube and framer set for the 35mm lens (three tubes, four framers) is available from Image Concepts for \$105. The set of four land framers for this extension tube set is \$60. Call or write Image Concepts, 2575 N.E. Kathryn, Unit 16, Hillsboro, Oregon 97124; (503) 648-3311.

The Nikonos V system is perfect for topside scenics, such as the sunken ship at right (35mm lens) and for close-ups, such as the colorful frog below (1:2 extension tube) and everything in between.



With the special 28mm topside lens, the Nikonos V can take wide angle photos of excellent quality such as the lighthouse below. The snake at right was photographed with a 1:2 extension tube and the super close-up of the bee below right was shot with a 1:1. Combining the 1:1 and the 1:2 tubes allows magnification up to 2:1. Not only does the Nikonos V have the advantage (over SLR systems) of being dust and splash proof, but with the close-up framers there is no need to focus.



OCEAN DIVERS HYPERBARIC

Key Largo's Unique Facility

TEXT AND PHOTOGRAPHY BY STEPHEN FRINK

The Key Largo National Marine Sanctuary is unique in all the world as a lure for the traveling diver. Best estimates presume 1.5 million watersports enthusiasts—including at least 350,000 divers—journeyed to Key Largo last year to experience the fascinating submarine beauty of the sanctuary and adjacent John Pennekamp Coral Reef State Park. A professional infrastructure has evolved within the community to answer the demands of such extensive tourism and Ocean Divers has emerged as one of premier full service resort dive centers.

The physical aspect of the Ocean Divers organization is impressive. There are two retail centers: one on the main thoroughfare of the Florida Keys, U.S. 1, and one on the water, providing quick and easy dive boat access to the Atlantic Ocean. Each location features retail dive equipment, T-shirts, post cards, resort wear and reservations for the twice daily reef excursions. But, while the highway locale is also heavily targeted toward services for the underwater photographer, the waterfront facility specializes in diver convenience factors.

The waterfront base for Ocean Divers features the significant additional convenience of direct proximity to Marina del Mar. This tastefully decorated modern resort complex features a deep water marina and 52 hotel rooms or suites, each with central air-conditioning, color television with in-house movies, radio, Spanish tile floors, whirlpool tub and refrigerator. In addition, the suites have a full kitchen with microwave and utensils, and separate living room and dining areas. Most of the units overlook the yacht basin, and there is a huge freshwater swimming pool with spa and cedar sundeck, tennis courts, a fitness center, a meeting room for up to 30 occupants and Coconuts, the waterfront lounge and restaurant. Coconuts offers live entertainment nightly and has recently been expanded with a state-of-the-art sound and light system.

The Ocean Divers/Marina del Mar package offers the convenience of hotel, food and diving services in one location. While this may not be an unusual combination for the resort destinations of the Caribbean, diving in the Florida Keys has traditionally developed independent of



The Ocean Divers/Marina del Mar complex offers accommodations, scuba instruction, equipment sales/rental and more. There is a recompression chamber where Dick Rutkowski (above) conducts diver familiarization and training of medical personnel in chamber operations.

hotel services. Of course, there is significant cooperation between the progressive dive operators of the Florida Keys and hoteliers in terms of packaging and price incentives to the traveling diver. Ocean Divers and Marina del Mar collectively provide Key Largo's most complete dive resort complex.

The Ocean Divers waterfront complex is a massive 7,000 square foot building and forms the nucleus of the diver services. More than 2,500 square feet are devoted to the retail sales, classroom and offices. The remainder of the building houses the compressors, rental equipment, guest gear storage, a marine supply facility, fuel docks and even a recompression chamber for hyperbaric medical courses. Doc's Galley restaurant shares the complex and features excellent breakfasts and lunches, as well as beer and wine. Ocean Divers Ship's Store offers fishing tackle, bait, snacks, beer and

wine, marine hardware and both diesel and gasoline for boats using their adjacent ramp or fuel dock. There are two compressors, a 100 cfm unit and a 70 cfm Ingersoll Rand, and more than 25,000 cubic feet of air storage. With more than 150 steel and 30 aluminum cylinders, regulators, BCs and snorkeling equipment to fully equip at least 50 divers, Ocean Divers is very well prepared to handle the needs of both individuals and groups.

The dive boats include the *Ocean Diver*, a 50 foot deep-V Marine Management vessel powered by twin 8V71 GM diesels and the newly refurbished *Captain Crunch II*. Fresh from the shipyard after an extensive refitting, the *Captain Crunch II* is a beautifully serviceable dive vessel, 65 feet in length and powered by two 6-71 GM diesels. Both vessels feature diver convenience modifications including

(Continued on Page 140)

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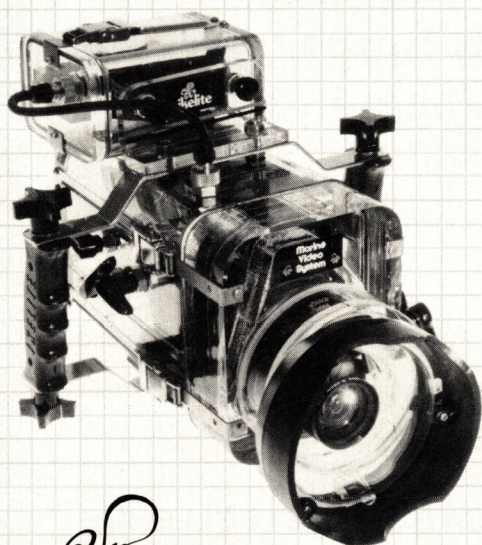
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Technifacts

BY E.R. CROSS



In an article in SKIN DIVER Magazine in August 1978, Bonnie Cardone estimated there were one and one-half million dives per year being made from the charter dive boats in Southern California. According to John C. Stonier, Supervisory Rescue Boat Lieutenant of the Los Angeles County Department of Beaches and Harbors, "Most of these dives are done at Catalina Island." He added later, "In addition to those dives, we estimate at least twice that many divers work off private boats in sport and commercial diving for abalone and sea urchins." We agreed with John, this would make Catalina Island one of the busiest diving areas in the world. To the divers, add fishermen, windsurfers, private and charter sailboats, pleasure yachts and other water related sportsboats: the result is a tremendously concentrated use of the marine environment and an extremely busy schedule for the lifeguard services

of this beautiful and popular island.

The lifeguard service of the Los Angeles County Department of Beaches and Harbors operates eight rescue boats off the sprawling, distinctly different beach areas. These boats, designated Baywatch, were originally used only in support of the beach lifeguard operations, rescuing swimmers and patrolling the beaches of the county. This is still Baywatch's primary duty. But, in recent years the work of the Baywatch lifeguards has expanded and become much more varied. Many new yacht harbors have added thousands of boats to the recreational fleet. The proliferation of water related sports has increased the complexity of lifeguard work and, with this, the demand for more sophisticated response from rescue agencies.

In the development of a full response capability, the lifeguard service has had to respond to boat sinkings, groundings,

fires, collisions, mechanical problems, injuries to both boatmen and divers, and to many other medical emergencies.

Busy Santa Catalina Island is an off-shore part of Los Angeles County. The island is only about 18 miles long by approximately 7 miles at its widest part. The rugged, wave pounded shoreline is about 52 miles in circumference. Originally, the lifeguard service assigned only one Baywatch boat to serve this diverse area. Baywatch Avalon was assigned to the Avalon area in 1970. This vessel is skippered by Supervisory Rescue Boat Lieutenant Paul McElroy and crewed by Lieutenant Steve Wagner, John McKay and Steve Lockwood.

Avalon is on the southeastern end of the island and accounts for only a small part of the intense watersports activities. The one Baywatch boat soon proved to be inadequate to cope with emergency

(Continued on Page 148)

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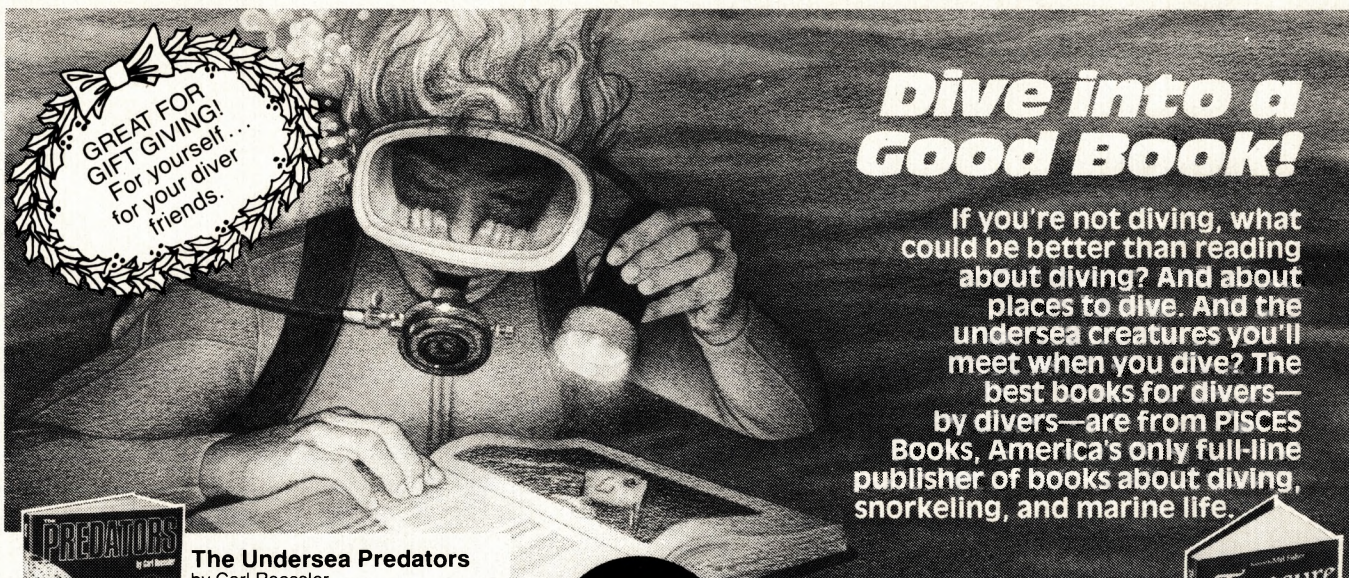
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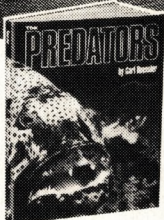
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THE INFLATABLES



NOVAMARINE 2 RH 360

TEXT AND PHOTOGRAPHY BY GEORGE COZENS

Sea trials for the inflatable featured this month took me to San Diego, California: the home of W.E.T. (Water Education Training), a full service dive store and West Coast dealer for American Radhial, the U.S. distributor of the Novamarine line of inflatable boats. There, I was introduced to Rich Sillanpa, of W.E.T., the coordinator of this trip; boat operators Bill Manofsky and Joe Thomas; and models/divers Debbie Hutchison, Gwendolyn Merkle, Kathy Lajoie and Bruce Campbell. This was also my first chance to view the Novamarine 2 RH 360, which was resting in the back of a mini-pickup truck.

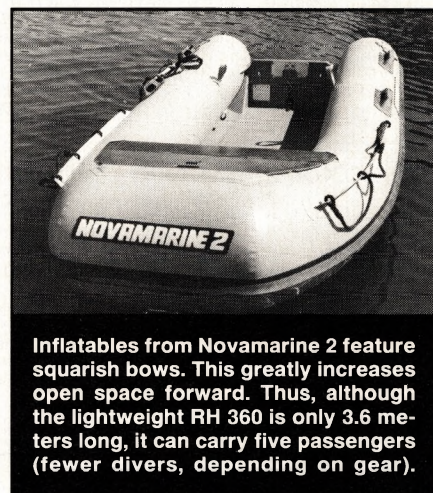
Novamarine 2 uses the initials RH to indicate rigid hull inflatables and the 360 represents the overall length in centimeters. Equivalently, at 3.60 meters, or 11' 10", it is the smallest boat I've reviewed to date. This short length, however, shouldn't be construed to be a "short-coming." Despite its small size, the RH 360 is long on fun and flexibility in use. Its length, in fact, is misleading. The design of the Novamarine 2 line of superbats incorporates an almost square bow: A feature that greatly increases the internal space forward. The interior of the boat measures 8'2" x 2'4". The external beam is 5'4".

Granted, even with a rather large carrying capacity of 1,430 pounds, this boat can't haul a lot of people: The manufacturer suggests an upper limit of five. But, when used for diving, the number of passengers might be reduced, depending

upon the amount of dive equipment involved and the conditions of the trip.

In addition to its small size, the relatively light weight of 121 pounds makes the RH 360 very easy to transport—even while inflated—in the back of a mini-truck, on top of a car or on a little trailer. Loading and unloading/launching is easy for one or two people. Although the tubes are permanently attached to the hull, storage and transportation space can be reduced by deflation.

Materials and construction in the RH 360 appear to be high quality. The deep V-hull is molded of fiberglass reinforced polyester resin, laid up by hand in Novamarine 2's own assembly plant in Italy. Material in the tubes, or collars, as Novamarine prefers to call them, starts with a base fabric of 1,000 denier Trevira polyester, treated with an elastomer (to enhance the bond between the fabric and the adjacent neoprene coatings). Next, neoprene is rolled into and onto both sides of the fabric under heat and pressure in a process called calendaring. Similarly, additional calendaring steps apply a second layer of neoprene to the inner side of the tube material and a Hypalon layer to the outer side. Applied in this order, the neoprene provides better bonding and airtightness, while the Hypalon protects against assaults from saltwater, sunlight, ozone, abrasion, etc. This material is then cut to shape and formed into 17 inch diameter tubes. All seams are glued by hand, using a special two



Inflatables from Novamarine 2 feature squarish bows. This greatly increases open space forward. Thus, although the lightweight RH 360 is only 3.6 meters long, it can carry five passengers (fewer divers, depending on gear).

component rubber adhesive. In addition, the inside surface of each seam is covered by a one and one-half inch wide tape. When complete, these tubes are bonded to the hull with a two part adhesive. This attachment is, essentially, permanent under normal use. However, should repair require detaching the collar from the hull, the adhesive can be debonded by a knowledgeable repairman.

The RH 360's inflatable collar consists of three separate air chambers, each with its own noncorrodible low profile valve that screws into place to simplify maintenance. These valves offer two stages against air leakage: an inner one-way, primary valve and an outer O-ring sealed

(Continued on Page 146)



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Grand Prize Winner/
Grand Cayman Standard
Lens Winner/
Mike Mesgleski/
Elizabeth, New Jersey/
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Elizabeth, New Jersey



1986 WINNING PHOTOS

NIKONOS



Bonaire Macro Winner/Pamela Teitel/Bonaire, N.A.



Grand Cayman Wide Angle Winner/Emilio M. Grenet/Miami, Florida

It all started almost two years ago with this idea: What would happen if amateur underwater photographers were given the chance to compete on an equal basis? That is, instead of submitting the best photo they had ever taken, they were all given the same kind of film (Kodak Ektachrome 100), to be shot on the same island on the same day. The idea grew slowly and in early 1986 a challenge called the Nikonos Shootout was issued to all divers/photographers who did not make their living as professional underwater photographers: Sign up, Show up, Shoot 'em up! Translated, this meant sign up for the contest, vacation during a specific week in the Cayman Islands or Bonaire and participate in the contest. At stake was \$50,000 in prizes and the chance to get photos published in SKIN DIVER.

Nearly 300 divers took Nikon's challenge and participated in the 1986 Shootout. Thirty-six of them shot well enough to share the prizes; six shot well enough for their photos to appear on these pages. All the other contestants got to participate in the free photo seminars that went on all week and came away with a Nikon T-shirt. While the overwhelming consensus among the contestants was they'll all be back next year, Nikon and the co-sponsors of the Nikonos Shootout deserve tremendous credit. What began as a simple idea turned into the most unique, exciting and best diving event of the year! It was so successful that plans are being made to hold it again in 1987 and repeat it an-



Bonaire Wide Angle Winner/Karen Brown/St. Lucia, West Indies. Left: Grand Cayman Macro Winner/Meg Kerr/Miami, Florida

SHOOTOUT

BY BILL GLEASON



Bonaire Standard Lens Winner/Bruce Bowker/Bonaire, N.A.

SHOOTOUT WINNERS \$50,000 in Prizes

Grand Prize: Mike Mesgleski

GRAND CAYMAN

BONAIRE

Wide Angle

1st Emilio Grenet	1st Karen Brown
2nd Gonzalo Arcila	2nd Gonzalo Arcila
3rd Courtney Platt	3rd Larry Oberlander
HM Bill Mobray*	HM Loren Mitchell
	HM Jae Vinson
	HM Emilio Grenet

Standard Lens

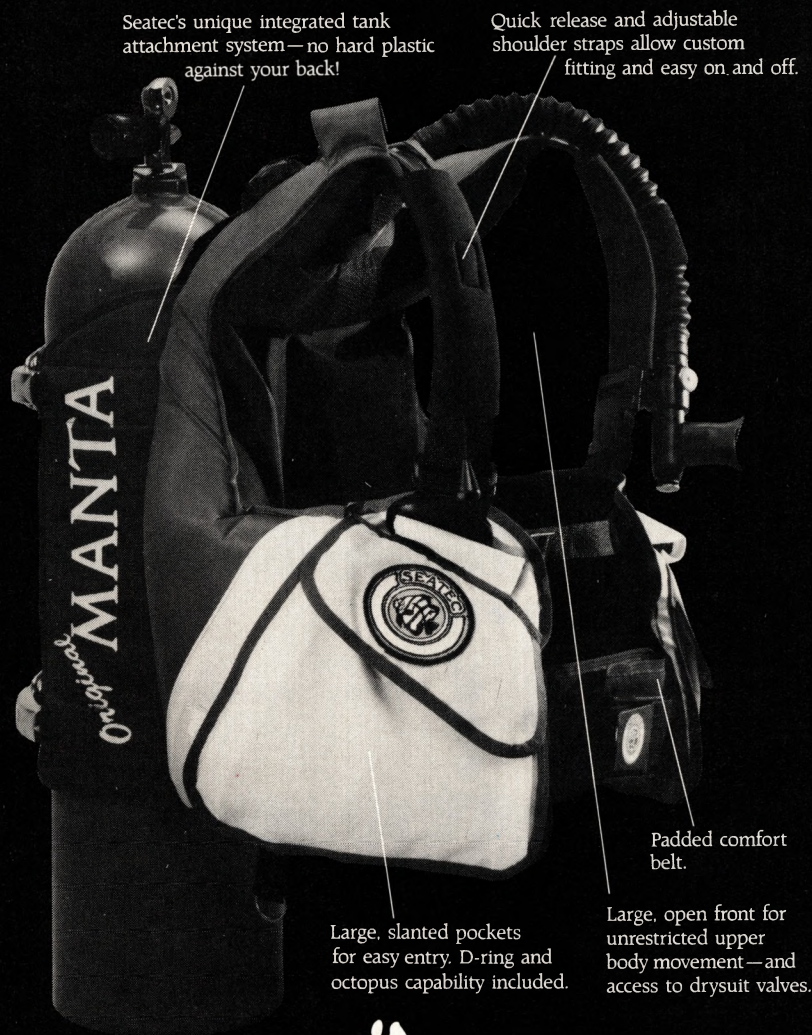
1st Mike Mesgleski	1st Bruce Bowker
2nd Bill Mobray	2nd Richard Harrison
3rd Mike Ludlow	3rd Ed Martinez
HM Mike Grundl	HM Dick Sperry
HM Gonzalo Arcila	HM Andrew Dulavitz
HM Lorraine Cannon	HM Shirley Bailey
	HM Stephen Kennedy
	HM Walt Stoneham

Macro

1st Meg Kerr	1st Pamela Teitel
2nd Savitri Micelotta	2nd Barbara Martinez
3rd Kathy Mullins	3rd Roger Edmonds
HM Alan Bloomrosen	HM Steve Reed
HM Pat Scott	HM Ahuva Zaid
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*HM=Honorable Mention

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NIKONOS SHOOTOUT

nually as an opportunity for underwater photographers to prove who's the best.

The Shootout was co-hosted by the Cayman Islands and Bonaire. Each entrant signed up for the contest (no charge) with their local dealer and made normal vacation plans, making sure they would be on Cayman or Bonaire during Shootout week. The next step was to check in on the island and let the Nikon officials know they were there. The con-



Contestants examine their slides closely to pick their best efforts for submission.

test rules were explained on opening night and the schedule of free photo lectures and seminars was distributed. Lecturers included Paul Tzimoulis and Bill Gleason of SKIN DIVER, popular underwater photographers Rick Frehsee and Steve Frink, and accomplished Nikon photographic professionals Scott Frier, Bill Pekala and Frank Fennell. In addition to competing, every contestant could attend lectures and hands-on sessions covering each area of the contest: macro, wide angle and normal lens photography. Participants could enter up to three slides, one in each category. One roll of film and one specific day were designated for each category.

On Cayman, the winners in each category, from first place to honorable mention, were announced at a Friday evening Awards Night. The judges were Paul Tzimoulis, Frank Fennell and Steve Frink.

On Bonaire, the same script was followed. The judges there were Bill Gleason, Rick Frehsee and Frank Fennell.

When the Shootout was over, 36 prize winners celebrated their most profitable vacations to date. The six finalists were all assured of at least \$3,000 in prizes. One of these was also chosen by a vote of all the judges as the grand prize winner. Mike Mesgleski, from Elizabeth, New Jersey, won a dream dive travel vacation: two weeks in the Philippines on one of See & Sea's fabulous live-aboard dive cruisers. Including the Nikon equipment he also won, Mike's Nikonos Shootout vacation brought him about \$14,000. Mike, a life-long New Jersey resident, has been a diver since 1975. He began taking U/W photographs (with a Nikonos II) back in 1980.



It's the world's most prestigious underwater photography contest held at Grand Cayman May 2-9, 1987, Bonaire May 30-June 6, 1987 and Cozumel July 11-18, 1987.

Sign up

To register and make your reservation to whichever destination you choose, you must call one of these "Shootout" Hotlines:

Grand Cayman:

800-526-1394 or

800-262-7686,

Bonaire: 800-345-0322,

Cozumel: 800-446-2166.

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8 - 1ST prizes

One week dive vacation for two awarded to Bonaire, Grand Cayman, or Cozumel, including airfare, plus \$1,200 worth of Nikonos equipment.

9 - 2ND prizes

One week dive vacation for two awarded to Bonaire, Grand Cayman, or Cozumel, including airfare, plus \$800 in Nikonos equipment.

9 - 3RD prizes

One week dive vacation for one awarded to Bonaire, Grand Cayman, or Cozumel, plus \$400 in Nikonos equipment.

30 - 4TH prizes

Other photo and diving prizes.

57 Prizes in 3 different categories.

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Contest open to amateurs only; you must use a Nikonos camera. The great Nikonos Shootout will take place only on the dates and at the locations specified. All travel and diving arrangements must be coordinated through the listed "Shootout" Hotline numbers. Good luck and good shooting.

Complete "Shootout" details are on the entry form available at your Nikon dealer or by calling the "Shootout" hotline.

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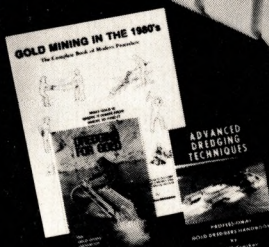
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NIKONOS SHOOTOUT

The contestants at this year's shootout covered every level of diving and photography experience. While there were certainly some veteran photographers with years of shooting under their belt, the majority had been diving for several years and was relatively new (a year or two) to underwater photography. Several of those who won honorable mention were in their first year (in one case, first week) of underwater photography and even the winners displayed a wide range of photographic experience. Inexperience shouldn't deter you from signing up for next year's contest: You'll have a good time and a chance to learn a lot as well.

The 1986 Nikonos Shootout was an unqualified success. This year's contestants got to share a good time, free photo seminars, some dives with professional underwater photographers and an equal chance to win \$50,000 in prizes. More information on 1987's Shootout is in the sidebar accompanying this article.

THE 1987 NIKONOS SHOOTOUT

Nikon will again give divers the opportunity to win \$50,000 in prizes in 1987. Next year's Shootout will take place in three different locations: Grand Cayman, Bonaire and Cozumel.

The contest is open to all certified divers. There is no fee to enter. Film is provided at no cost but there is a nominal processing charge.

There will be three major categories: wide angle, close-up and standard lens photography. A contestant may enter one, two or all three categories. Professional underwater photographers may not compete. This year, a new division for diving professionals will be added.

The dates for the 1987 Nikonos Shootout are listed below. A Shootout hotline has been listed for each location.

For details contact:

Grand Cayman Island May 2-9
(800) 922-7555 or (800) 526-1394
in Florida (800) 423-7555

in New Jersey (201) 256-9115

Bonaire June 6-13
(800) 345-0322

Cozumel July 11-18
(800) 446-2166
in Texas (713) 446-2166

In addition to Nikon, this year's sponsors included: See & Sea Travel, Kodak, Cayman Islands Department of Tourism, Cayman Airways, Divi Hotels/Tiara Beach/Peter Hughes Diving, Holiday Inn/Bob Soto's Diving, Royal Palms/Don Foster's Diving, Bonaire Department of Tourism, ALM Airlines, Divi Hotels/Flamingo Beach Hotel/Peter Hughes Diving, Captain Don's Habitat, Bonaire Beach Hotel/Bonaire Scuba Center.

WRECK FACTS

(Continued from Page 14)

Jersey. Cussler says there is not much left of it—about 150 to 250 feet of wreckage, mostly debris. Divers Mike Zicaro and Sandy Duffy found one of the fins, but nothing was brought up. Most of the ship's aluminum girder supports have been swept away in the currents of the 110 foot depths. Cussler and Zeff Loria will be searching for the *General Slocum* in the near future.

If you're interested in shipwrecks, sunken aircraft and monsters, author Joe Zarzynski has it all in *Monster Wrecks of Loch Ness and Lake Champlain*. His 112 page paperback details dives on Lake Champlain steamboats, *Phoenix* and *Champlain* and the mysterious disappearance in 1971 of a jet aircraft over the lake. The use of sidescan sonar is explained by the author in his own search and discovery of wrecks and planes. Zarzynski is a veteran of eight research ventures to Loch Ness in search of the famous monster. He updates the quests at Loch Ness and outlines other phenomena investigations in Lake Champlain. The book is available from M.Z. Information, P.O. Box 2129, Wilton, NY 12866; \$8.95 plus \$1 postage.

Don Shomette, author of *Shipwrecks on the Chesapeake*, has published another interesting book, *Pirates on the Chesapeake*. The 344 page hardback captures the dramatic 200 year old history of swashbuckling pirates, picaroons and sea rovers vying with each other and governmental authority in the Chesapeake Bay region. Wherever there are pirates you'll find battles and shipwrecks. For example, twice in the 1600s large Dutch fleets sailed boldly into the Chesapeake attacking and burning everything in sight. The French came later. Pirate chief Lewis Guittar crossed swords with a Virginia colonial governor in a duel that ended in a climactic battle in Lynnhaven Bay. Buccaneers incidents, acts of valor and pirate treasure abound in Shomette's well researched work. The book may be ordered from Cornell Maritime Press, P.O. Box 456, Centreville, MD 21617; \$18.50 plus \$1.50 postage.

Safe diving to all. Be sure to include a stamped, self-addressed envelope when writing: Ellsworth Boyd, 1120 Bernoudy Rd., White Hall, MD 21161. >#>

WATERMAN FILM

Stan Waterman premiered his newest film, *A Biting Kind of Shark*, at the San Diego Film Festival in September. The audience of approximately 2,500 was captivated by the slow motion action sequences of a white shark feeding. The spectacular scenes were shot with a special high speed camera. The new film has been added to the Waterman series now available on video cassettes. For information write: Stan Waterman Films, 16 Hunter Road, Princeton, NJ 08540. >#>

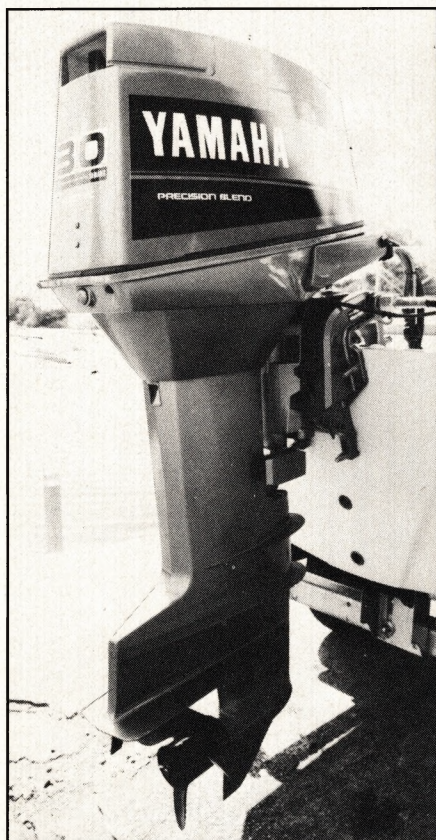
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YAMAHA 30



TEXT AND PHOTOGRAPHY BY GREG JOHNSTON

The wind whispered out of the south-east at 15 knots, forcing the bay waters into a sluggish chop. The SKIN DIVER team motored out of Boog Powell's Anglers Marina in Key West in a 13 foot Boston Whaler combined with Yamaha's new 30 horsepower three cylinder outboard motor. The first and most obvious feature of the three cylinder design is the smooth and quiet operation at low idle speeds. The engine noise level of this new 30 horsepower outboard was barely audible over a light conversation with Robin Senger, Yamaha district service representative. I was almost tempted to put my hand on the engine cowl to make sure the engine was actually running.

The new 1987 Yamaha 30 hp has several innovative design features usually found only in larger engine models. Some of these features include: a balanced three cylinder engine with double wedge shaped piston rings for tighter sealing and even heat release; a special V-shaped reed induction carburetor that eliminates engine flutter; through-hub exhaust underwater; and Precision Blend Oil Injection, guaranteeing the correct fuel/oil mixture ratio at all speeds. The result eliminates engine sputtering or puddling at low idle speeds and ensures immediate acceleration to throttle response.

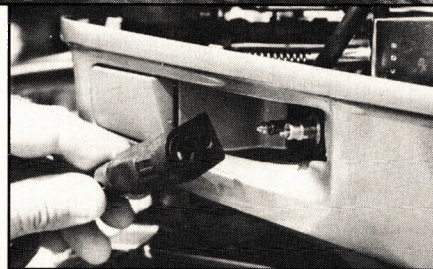
The Yamaha 30 hp is available in both manual and electric start models. The 30 manual features shallow water drive and has the F-N-R shift lever conveniently located in front of the motor for ease of operation. The 30 electric comes with a

control box and stainless steel link arm for easy remote installation in your boat's cockpit. The manual engine is equipped with the conventional twist grip throttle that incorporates the speed and stop controls. A kill switch and choke pull are on the front of the engine near the quick disconnect fuel line. On both models, a small pinhole called a pitot tube is by the front of the lower gear case. It powers an accessory speedometer.

Ignition is the capacitor discharge (CDI) system. There are no parts to adjust or clean and sparkplug fouling is near non-existent. Switching is done by a solid state firing device that is maintenance free. Each engine comes with a small tool kit for minor repairs and adjustments, such as the friction adjustment for engine swivel and throttle tension.

All the 30 horsepower outboard motor casings are painted in matching gray/blue, with black and red striping accentuating the engine cowl. Each motor is protected from galvanic corrosion by Yamaha's five stage paint process and all fasteners and bolts are stainless steel. Sacrificial anodes are placed on the lower unit and inside the water jacket to prevent engine wear, solidification of salt and minerals and deterioration from overheating when running for a long period of time.

Yamaha has introduced a unique low oil and overheat protection feature on all their engine models including the 30 hp. The electric models feature an audio buzzer at the control and both manual and electric engines have a small red



The Yamaha 30 hp, three cylinder outboard offers smooth, quiet operation and features Precision Blend Oil Injection. The electric start model has a remote control box (below). SDM tested the engine on a 13 foot Boston Whaler. Above: The quick disconnect fuel line.



light that warns the operator when the oil level is low or the engine is overheating. If both warning systems go undetected, the engine will immediately decelerate to 2,000 rpm to protect it from heat damage. This is a definite advantage for those of us who may overlook periodic maintenance checks, kelp beds or seaweed patches that could possibly clog the water intake ports.

(Continued on Page 52)

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TEXT AND PHOTOGRAPHY BY JIM AND CATHY CHURCH



The housed 35mm SLR camera is the choice of most professional and serious sport U/W photographers for close-ups. SLR viewfinding and focusing give you the advantages of seeing the subject through the camera lens. Thus, you can adjust picture area to fit the subject, can compose with the exact view and perspective the lens sees and can focus exactly on the desired subject.

THE VIEWFINDER

Let's begin with the key question: Can you see the subject's image clearly in the SLR viewfinder? When the camera is housed, and your face is behind a mask, small 35mm SLR viewfinding screens will be difficult to see. Only the center area will be visible, so you must shift your eye to see the corners. And, if you can't see the entire picture area at one time, it's difficult to compose creatively. If you want fun, not frustration, use a camera with an oversized accessory viewfinder—such as those available for the Nikon F3 and Canon F-1—or a camera that will accept a magnifying eyepiece that fits inside the housing. If your camera accepts interchangeable focusing screens, try using microprism focusing rather than split image focusing because the split image is hard to see in dim light.

LENSES

There are three basic choices: a supplementary close-up lens placed over a standard lens, a close-focusing normal lens or a close-focusing telephoto lens.

Screwing a supplementary close-up lens into the accessory threads of a standard lens gives you the ability to focus on a limited range with either normal (50mm) or telephoto lenses. However, you will soon want a close-focusing lens.

Close-focusing normal (50 and 55mm) lenses are very popular for housed 35mm cameras. These may be called macro or micro lenses and can focus down to a picture area of about 2 x 3 inches. Flat housing ports are preferred because they allow you to photograph a smaller picture area than a dome port. Thus, you don't have to move as close to your subjects. It will be easier to adjust the strobe arm angle and you are less likely to bump the housing against subjects or the bottom.

Close-focusing telephoto lenses are used for special subjects. A 100mm lens, for example, photographs the same picture area of a 50mm lens, but at twice the camera-to-subject distance. Thus, 100mm and longer lenses are best used for skittish critters you can't get close to.

FOCUSING TIPS

Because depth of field is limited when the lens is wide open for viewfinding, SLR focusing can be difficult in dim U/W light. To make viewfinding and focusing easier, try these four steps for focusing through a flat port:

1. Begin with the lens set for minimum focus, then rotate the focus knob until the subject is in reasonably sharp focus.

2. Check the composition of your picture: Look at all four corners of the viewfinder, not just the center.

3. If the subject's image is too large or small, increase or decrease camera-to-subject distance and go back to step 2.

4. Fine focus by moving the camera slightly closer or farther away.

By starting at minimum focus, you al-

This crinoid (feather star) was photographed in the Philippines with a housed Nikon and a 55mm close-focusing lens. Two strobes were used for even lighting.

ways turn the focusing knob the same direction to focus. Turn the knob slowly; if you turn it too fast, you can pass the point of sharp focus without seeing it. In dim light, a dive buddy who will illuminate your subjects with a dive light is worth his/her weight in gold. You can also use a strobe with a built-in modeling light or attach a light to the housing. Such lights will have no noticeable effect on your close-up strobe exposures.

With a dome port, the focusing scale of the lens is compressed because the lens must focus on a virtual image about one foot in front of the port. With a Canon F-2 and 50mm macro lens behind an Ikelite dome port, changing the focus setting of the lens from only 9 $\frac{1}{16}$ to 13 $\frac{1}{2}$ inches changes the apparent focused distance (the one you see if you look over the top of the housing) from about one to eight feet. Thus, you could easily turn the focus control past the zone of sharpness without knowing it! This is also true if you're using a supplementary close-up with a standard lens behind a dome port.

When focusing through a dome port, you can standardize by always prefocusing for the same distance; for this example, a foot in front of the camera. Once you have a feeling for estimating your basic camera-to-subject distance by eye,

turn the focus control knob slowly to focus for closer or farther subjects. Fine focus by moving the camera closer to, or farther from, the subject.

Focusing on a small moving fish can be difficult, especially with a telephoto lens, because the fish keeps swimming in and out of the shallow zone of depth of field. You trigger the shutter as soon as the fish's eye is sharp in the viewfinder. But when you look at the picture, the eye is blurred! Why? Because the fish swam through the zone of sharp focus between

the time you decided to trigger the shutter and the time the shutter was actually triggered (the sum of your reaction time, plus the time lag in the shutter release control). The solution—which will take practice—is to *anticipate* the fish's movement and begin triggering the shutter a fraction of a second before the eye comes into sharp focus.


CLOSE-UP EXPOSURES

With camera to subject distances of about 8 to 18 inches, ISO 64 film and a

fairly powerful strobe, the basic aperture setting will usually be $f/16$ to $f/22$.

When close-focusing lenses are focused for close-ups, the glass elements are extended farther from the film plane. Thus, the effective f /number of any given aperture (the actual value of the f /stop) will be greater than the f /stop shown on the aperture scale (the relative f /stop). As examples, with the aperture scale set for $f/22$, the effective f /stop will be $f/29$ when the lens is focused for 1:3, $f/32$ for 1:2 and $f/44$ for 1:1. This is why the strobe must often be held less than one foot from the subject.

Once you establish a basic aperture setting, such as $f/16$ - 22 , with the strobe attached in a fixed position, you may find the aperture need not be changed as you change camera to subject distance within a limited range—say from about 6 to 18 inches. The reason is simple: As you move in closer, the reduced strobe to subject distance is cancelled by the increased effective aperture.

If you are able to use TTL, exposure control is much easier with subjects of average reflectance that fill the central picture area. Adjust the aperture until the TTL system signals a full power flash, then open it about one-third stop. Thus, the TTL strobe can shut itself off fast enough to prevent overexposure and has a one-third stop reserve if more exposure is needed. 



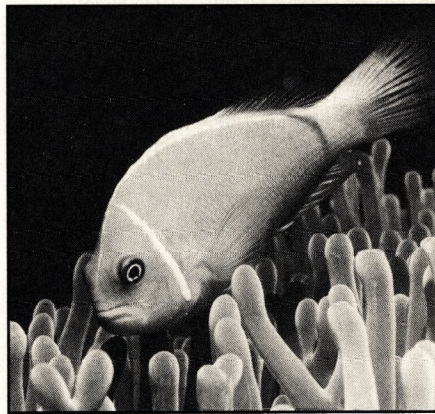
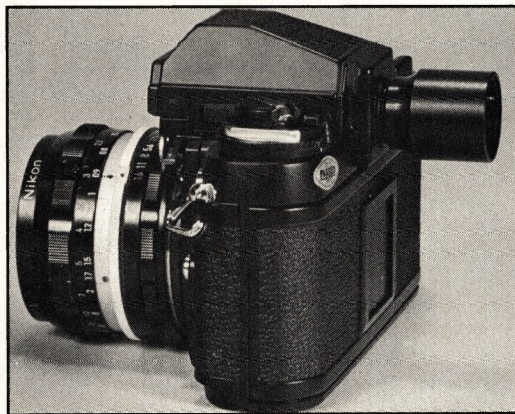
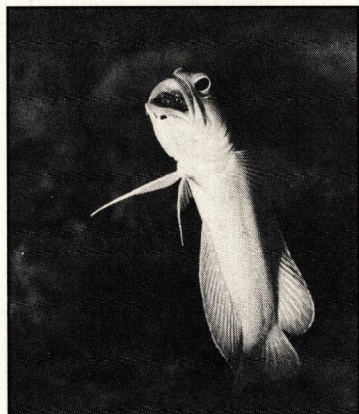
Top: Practice with stationary subjects, such as this scallop, when learning to focus your SLR underwater. Right: This shot of Cathy photographing clownfish was taken with a Nikon in a Hydro 35 housing, Oceanic 2001 strobe and Ikelite Substrobe MS. The Q-Lite attached to the strobe helps Cathy determine colors and provides light for focusing. Below left: A male jawfish incubates eggs in his mouth—housed Nikon with a 200mm telephoto lens, Ikelite Substrobe 150. Below center: Magnifiers (such as this Ikelite Super-Eye) for standard viewfinders are recommended. Below right: A clownfish photographed with a 55mm close-focusing lens.



CHECKING YOUR UNDERSTANDING

Question: As a beginner, which close-focusing lens should you purchase first?

Answer: We recommend starting with a 50 or 55mm lens because they have a good balance between camera-to-subject distance and picture area. The longer lenses are more specialized—they are best for small subjects you can't get close to. Generally, the closer you can get to the subject, the sharper the picture will be.





3000 MASTER Oceanic's

Top Of The Line U/W Strobe

TEXT AND PHOTOGRAPHY BY GERI MURPHY

Oceanic has just introduced its new 3000 Master Strobe, the culmination of two years of careful development, testing and refinement. What the company has produced is an extraordinary strobe that contains all of the features and advantages of its three predecessors: the 3000 TTL, the 3002 Automatic and the 3003 multi-power strobes. The Master is by far the most versatile U/W flash produced by Oceanic and, in my opinion, the best so far.

Here is a super powerful strobe with all the latest bells and whistles, yet it is cleverly designed for quick, simple operation. Packaged in a slick looking submersible case, the 3000 Master is a high tech smart strobe driven by a large capacity rechargeable battery package and computer chip electronics.

What distinguishes the 3000 Master from other wide angle strobes is its ability to deliver 350 flashes at high power from a single battery charge. This is almost the equivalent of 10 rolls of 36 exposure film. The Master keeps on flashing dive after dive and roll after roll of film.

Bob Hollis, president of Oceanic, has been engaged in the design of underwa-

ter strobes for the last 20 years. As an active diver, Hollis has personally grappled with the problems of U/W photography. A wealth of this experience and creative talent has been poured into the design of the 3000 Master.

The strobe case is a one-piece seamless molded housing with smooth, snag-free surfaces. The material is a tough, durable space age plastic that can stand many years of wear. Every unit is depth tested to 300 feet.

The power switch is inset on the side of the strobe to prevent accidental movement. It is a magnetic slide that requires no through-hull fittings, eliminating potential water leakage. The slide has three distinct and widely separated positions; off, half power and full power. The difference between half and full power is approximately one full f/stop.

A single small rotary switch on the back of the strobe controls four different flash modes: Manual, Auto, Slave and TTL Automatic. This simple control offers a selection of nine different settings for the 3000 Master flash output. Simple, but very effective and easy to operate.

The only other fitting on the strobe is a

3000 MASTER STROBE

Power output.....	150 watt/seconds
Power source.....	6 D-cell nickel cadmium rechargeable batteries
Power modes.....	High and low
Number of flashes.....	350/high power 650/low power
Recycle time.....	3.0 seconds/high power 0.9 second/low power
Monitor port.....	Red LED—ready light Amber LED—low battery
Charging time.....	12-14 hours
Angle of coverage.....	110 degrees
Flash tube.....	Helical
Color temperature.....	5,700° Kelvin
Flash modes (4).....	1) Manual 2) Auto (sensor) 3) Slave 4) TTL (Nikonos V)
Sync cords.....	Quick disconnect and interchangeable
Sync cord types (4).....	1) TTL auto/Nikonos V 2) Manual/Nikonos II, III, IV 3) Manual/EO 4) Auto sensor/EO
Depth.....	Tested to 300 feet
Weight.....	4 lbs., 14 ounces in air 6 ounces negative U/W

combination sync cord connector and battery charging port. The sync cord must be removed to charge the strobe and vice versa. This unique design has greatly reduced the opportunity for human error in forgetting to replace the charging port cap after charging.

Add to this unique design the vastly expanded flexibility of four completely different sync cords: the Nikonos V/TTL cord; the Nikonos II/III/IV manual cord; the auto sensor/EO cord; and the manual EO cord. All four are interchangeable and allow the Master to be connected to various Nikonos camera models or a variety of underwater camera housings. This is truly a strobe for all types of applications.

Another really neat feature of the 3000 Master is the ready light window. It is dual purpose. A red signal light goes on when the flash is ready to fire. An amber warning light goes on when the battery has dropped below one-third of its total capacity. This strobe tells you what is going on all the time and there are no embarrassing surprises.

Still another unique feature of the 3000 Master is a quick reference exposure guide on the back of the strobe case. The left side chart calculates f/stop settings for manual exposure. The right side chart calculates f/stop settings for controlling the background color on TTL automatic exposure shots. The charts are easy to understand and they really work!

Now let's talk about performance. This is where the 3000 Master excels, for it is one of the most powerful wide angle submersible strobes on the market today. The maximum power output of this unit is 150 watt/seconds—25 percent more than the previous 2001 strobe series. This increase was achieved by redesigning the electronics and adding a sixth battery to the rechargeable battery pack. The guide number (in air) for the Master at full power is 85 for ASA/ISO 64 film.

Another outstanding performance feature is the 3000 Master's 110 degree angle of flash coverage—more than sufficient for covering the Nikonos 15mm extreme wide angle lens (94 degrees). This is achieved by a helical flash tube combined with a unique step-type flash reflector that minimizes light fall-off on the outer edges of the picture. The color temperature of this flash is 5,700° Kelvin: It produces a soft light color balanced to natural daylight.

The most impressive performance feature of the 3000 Master is its fast firing ability. This amazing strobe will recycle in three seconds at full manual power. Recycle time at half manual power is *less* than one second. And, recycle times on TTL or auto flash are equally quick. There is no more waiting for strobe recycling and missing those important shots.

In conclusion, I would have to say the 3000 Master Strobe is the most powerful rechargeable wide angle strobe for its



The Oceanic 3000 Master is a wide angle strobe featuring rechargeable nickel cadmium cells that will deliver an incredible 350 flashes at high power from a single charge. The strobe offers four power modes: manual, automatic, slave and TTL with the Nikonos V. The rear of the 3000 features a single rotary switch for power mode selection and a quick reference exposure guide. The left chart calculates f/stop settings for manual exposure and the right chart calculates the settings for controlling background color during TTL photography. The sync cord fitting doubles as the battery charging port, reducing the chance of forgetting to replace the cap before diving. Four different sync cords will fit the strobe: Nikonos V/TTL; Nikonos II/III/IV manual; auto sensor/EO; and manual EO.



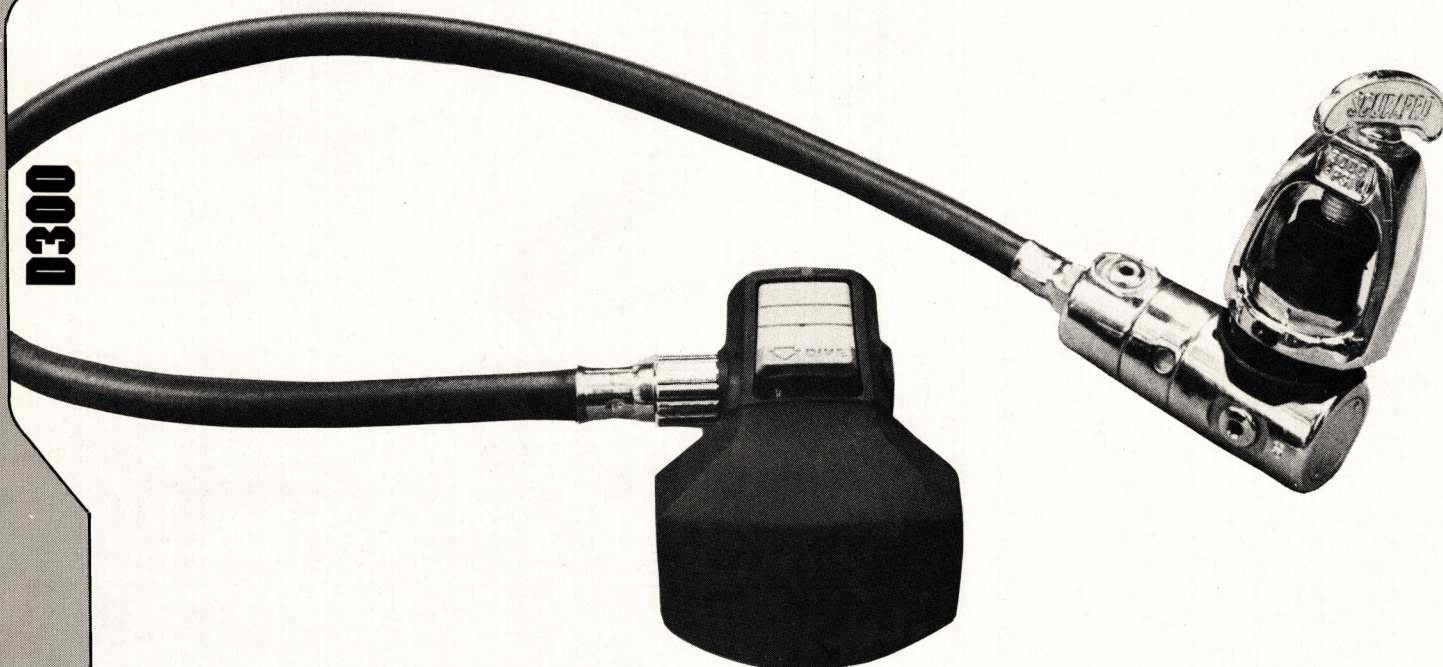
size. Oceanic has certainly packed a wallop into this trim little package. It is also very versatile, fast firing and produces a tremendous number of flashes per charge. Needless to say, I was impressed with its performance.

The 3000 Master retails for \$712.50, without a sync cord. Since every photographer's needs are different, the four different sync cords are sold separately. A

TTL sync cord for the Nikonos V sells for \$100. A manual EO sync is the same price. A sync cord for older Nikonos II, III or IV models is only \$68. The most expensive is the auto flash sensor/EO sync cord, which sells for \$259.

For more information about the 3000 Master Strobe, contact Oceanic, 14275 Catalina Street, San Leandro, CA 94577 or telephone (415) 352-5001. >>>

SDM SPECIAL SERIES ON REGULATORS



SCUBAPRO D300

TEXT AND PHOTOGRAPHY BY ERIC HANAUER

Scabapro's long-awaited successor to the Air I is finally here and it was worth waiting for. When introduced at the 1986 DEMA show, the D300 was the subject of great interest. But problems with the tooling for its innovative rubber cover delayed production for several months. The first regulators were delivered in late spring and SKIN DIVER received one of the early production models for testing. The results are impressive.

The D300's heritage goes back to the Scubapro Pilot, released in 1977. That regulator rewrote the book for performance and ease of inhalation effort. Its basis was a pilot valve in the second stage that provided a power assist for opening the demand valve. However, its complex design proved to be very susceptible to sand grains, salt particles and owner neglect. Two years later, the Pilot was succeeded by the Air I.

Although it shared the Pilot's general configuration, the Air I had a simplified, cleaner design, without the pilot valve. It was rated number one in the 1982 U.S. Navy tests for both inhalation and exhalation

performance. Over the previous seven years it had become the standard against which other high performance regulators were measured. However, no company can rest on its laurels in the competitive field of diving equipment. Spurred by the success of the Air I, other manufacturers turned their attention to ultra-high performance regulators. As a result, the last five years have seen advances in both performance and reliability. When Scubapro decided to update the Air I, the assignment fell to Doug Toth.

Doug, a member of the company's cadre of bright young engineers, kept the best features of the Air I and added a few of his own, resulting in a new regulator that redefines state-of-the-art. Performance is better than its predecessor, it has fewer parts and is easier to manufacture and maintain. In keeping with Scubapro's current policy of naming regulators after their designers, the D stands for Doug—300 is just a number, signifying nothing in particular.

The D300 looks like nothing else on the market; it's a regulator for the 1990s. It is

small, light and compact. Instead of metal or plastic, its cover is made of soft rubber, which won't scratch, dent or scuff like others. The entire cover serves as a purge button. You can press anywhere on it, even squeeze it with your hand and the second stage will purge itself of water. Pressing the cover moves a cone-shaped plastic actuator tip that extends through the center of the diaphragm. An L-shaped rod passes through a fitting in the back of the diaphragm, which opens the demand valve and allows air into the breathing chamber.

In the Pilot and the Air I, the diaphragm was in back of the case, underneath the diver's chin. This was responsible for one of the Air I's annoying idiosyncracies: water leakage in the upside down position. In the D300, it has been moved to the front. Its exhaust valve is in the center of the diaphragm, as opposed to the Air I, in which the edges of the diaphragm itself served as the exhaust valve. As a result, the D300 not only is dry upside down, but is influenced less by changes in head position than any other regulator I have test-

ed. If I were scrubbing boat hulls, for example, the D300 would be the regulator of choice.

Another benefit of placing the exhaust valve in the diaphragm is that, in the normal swimming position, any water leaking in will drop immediately onto the exhaust valve and is easily purged. In general, exhalation is nearly effortless.

of the case. Therefore, once the valve is opened, inhalation effort is slightly reduced or remains constant even at high flow rates or extreme depths. The interior of the D300's case is aerodynamically molded to take full advantage of this venturi assist.

The aspirator is pre-set at the factory for about 80 percent of full boost. Doug


the poppet. Since spring force is a major factor governing inhalation resistance, the lighter spring reduces that resistance. It also puts less pressure on the valve seat in the closed position, making a storage key unnecessary.

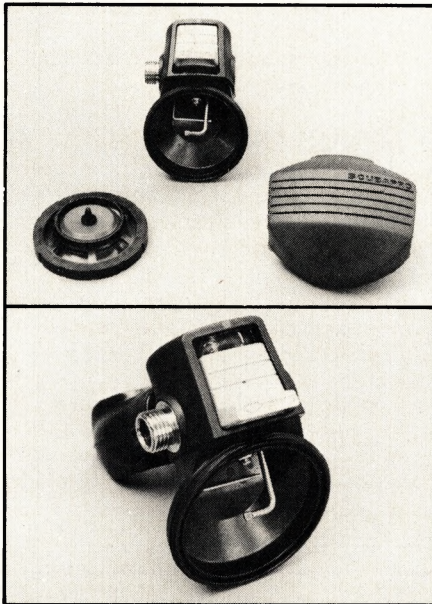
We tested the D300 during two days of diving in San Diego and Orange County waters. It was attached to Scubapro's Mark 10 first stage. We were impressed by its combination of easy breathing under all conditions and lack of temperament. The regulator breathed dry, free-flow occurred only when intentionally induced and was easily controlled.

On descent, a slight whistling noise was heard, but it disappeared at about ten feet. The only other unusual characteristic was a slight stutter, felt when slightly sipping air or when inhalation effort was suddenly increased. Breathing was easy in all positions: normal swimming, vertical, looking up and on my back. As mentioned earlier, the D300 breathes dry and easily in an upside down position, the Achilles heel of most regulators. The reason is the position of the diaphragm. With the mouthpiece pointing downward, the D300's diaphragm is in the same position a conventional regulator would be with the user just looking upward.

The general feel of breathing is slightly mechanical. This is because of the small diaphragm; the demand valve mechanism is responsible for the power boost and you can feel it working.

Freeflow occurred only when the regulator was removed with the mouthpiece up. It was controlled, not violent and stopped immediately when the mouthpiece was turned down. In some high performance regulators, the opening has to be plugged with a thumb or tongue to stop freeflowing. Clearing water from the second stage was easy, whether blowing or using the purge.

In the past, we have used the analogy of sport cars and trucks for regulator performance. The D300 combines the high performance and good looks of a sport car with the reliability of a truck, characteristics that have seemed mutually exclusive up to now. It is an advanced diver's regulator, capable of supplying sufficient air while working hard at depth, even at low tank pressures. At the same time, it is docile enough for the beginning diver. At \$240, it is Scubapro's most expensive second stage, \$10 more than the Air I. (The Air I, by the way, will continue to be available as long as demand for it exists.) Combined with the Mark 10 first stage, the D300's price is \$350. Check it out at your Scubapro dealer. 



SCUBAPRO D300

Materials	Case: fiberglass reinforced polyester
Diaphragm and exhaust valve: silicone	
Seat: neoprene	
Mouthpiece: black silicone	
Demand valve....	Pneumatically balanced coaxial flow
Weight	7.76 ounces
Average flow ...	33 scfm (935 liters/min.)
Max. intermediate pressure.....	150 psi
Features.....	Dive/pre-dive switch
	Venturi boost dealer adjustable
Hose length.....	28 inches
Warranty	Limited lifetime
Price.....	\$240 (second stage only)
	\$350 with Mark 10 first stage

Scubapro's D300 second stage is light and compact. Instead of metal or plastic, its cover is made of soft rubber. The entire cover serves as a purge button. The D300 has a switch that can be set to prevent freeflow when the regulator is not in the diver's mouth.

Like its predecessors, the D300 has a switch that detunes the regulator to avoid freeflow when it is out of the diver's mouth. This blue plastic switch is marked Dive, with an arrow pointing down. In the Pilot and the Air I the dive position was up, which never seemed logical to me. Besides, this switch is easier to move with a gloved hand and looks more like an integral part of the design than an add-on. The switch moves a wire spring forward, which places a lot of mechanical drag on the downstream valve lever. In effect, the D300's air delivery system is detuned to the point that it becomes a dog. But it won't freeflow. The instruction manual warns you never to dive with the switch in the pre-dive position.

While the switch controls cracking effort, venturi assist can be adjusted by a trained technician. This was a feature of the Pilot that was not carried over in the Air I. An aspirator collar in the demand valve is rotated to increase or decrease venturi effect. It focuses the airflow directly into the diver's mouth, creating a partial vacuum that draws air from the lower part

Toth warns that 100 percent boost would result in excessive freeflow and that adjustment of the collar should be left to trained technicians. In practice, the factory setting makes the D300 equal to the easiest breathing regulators around; only a machine could tell the difference.

In examining the D300 closely, you have to be impressed by its compact, efficient design. The case is made of fiberglass reinforced polyester, which will take severe impact without breaking. Placing the exhaust valve in the center of the diaphragm saves a lot of space, in addition to improving its efficiency. With a small diaphragm, the performance burden falls on the pneumatically balanced coaxial flow demand valve, carried over from the Air I. In this valve, the amount of effort required to open the poppet is not directly affected by the force of the incoming air. Incoming air forces on both sides of the poppet are nearly equal and tend to cancel any net movement in either the open or closed direction, creating a balanced condition. Therefore, a much lighter spring force is required to close

YAMAHA 30

(Continued from Page 44)

Pulse tuning and loop charging have been the industry standard for outboard motors over the past few years and Yamaha's engines are no different. Loop charging allows the mixture of fuel and oil to enter the cylinders evenly in a smooth, looping flow. At the same time, the exhaust discharge exits the cylinder through the pulse-tuned exhaust ports in the same smooth, looping flow. This method of fuel mixture allows maximum fuel efficiency and high engine output. All Yamaha motors will run on either leaded or unleaded fuel.

Where the 30 horsepower differs is at the oil mixture injectors. While many small outboards still require fuel/oil pre-mixing, the new Yamaha introduces Precision Blend Oil Injection. The oil reservoir is mounted on the engine under the cowl. A convenient cap is on the top of the cowl, allowing easy access for adding or checking the oil level. The oil reservoir holds enough for about five hours of full throttle operation.

Precision Blend Oil Injection provides the engine with a mixture of 150:1 at low idle speeds and 100:1 at full speed. This ensures the motor is getting the proper


amount of oil for better engine performance and fuel savings. The oil pump is crankshaft driven for simplicity and reliability. The fuel injectors are maintenance free as the oil is injected directly into the

YAMAHA 30

Engine type	3 cylinder
Displacement.....	30.27 ci (496 cc)
Bore and stroke.....	2.34 x 2.34 inches
	59.5 x 59.5mm
Horsepower at prop.....	30 hp @ 5,000 rpm
Rpm range	4,500 to 5,500
Compression ratio.....	6.8:1
Fuel charging system.....	Loop charged
Carburetion.....	Three
Lubrication	Precision blend
Fuel tank capacity.....	6.34 gal. (24 lit.)
Oil capacity.....	0.8 quarts (0.8 lit.)
Exhaust system.....	Through prop
Ignition system	Capacitor discharge
Starting system.....	Manual or electric
Shaft length.....	15" and 20"
Gear ratio	13:24 (1.85)
Weight	130 lbs. (59 kg.)

manifold and does not pass through the carburetors. This prevents build-up of oil residue on the fuel injectors. There is also a magnetic drain plug in the lower unit, which helps pick up any stray metal particles in the lubricant. A one-way check


valve at the oil reservoir keeps the pump continually primed, making the engine portable in any position.

There are many exciting new standard features as well as optional equipment available. Each new Yamaha comes with a two year warranty against manufacturing defects and there are more than 600 dependable Yamaha service centers in Canada and the United States. The suggested retail price for the manual 30 horsepower is around \$2,700 and the electric model is \$3,000. Yamaha's introduction of the new 1987 30 hp three cylinder has brought big engine technology to the small outboard market. For more information on the complete line of Yamaha engines and accessories, see your nearest dealer. 

AQUARIUS DIVE SHOP

A second Aquarius Dive Shop has opened in Monterey, California at the Coast Guard Pier, 32 Cannery Row, Unit 4. A PADI, NAUI and SSI sanctioned facility, at this location Aquarius will be better able to serve divers on weekends with air fills, sales, service and rentals.

The original Aquarius Dive Shop at 2240 Del Monte Avenue, Monterey, California, 93940, will remain in operation. Equipment repairs for the two shops will be concentrated at this location.

For more information telephone (408) 375-1933. 

There's Never Been a Better Time to Do What You Really Want in Life.

The demand for PADI College Graduates has never been greater than now. Hundreds of the finest dive stores and resorts in the world are asking for instructors from our famous Gold Curriculum Course. In fact, we have over 283 positions open right now — many of these offer starting salaries of \$18,000 to \$25,000 a year.

If being this much in demand interests you, contact the College Dean, Jim Williams, he'll take it from there. Remember, they're waiting for you.

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1243 East Warner Avenue
Santa Ana, CA 92705

Call toll free:

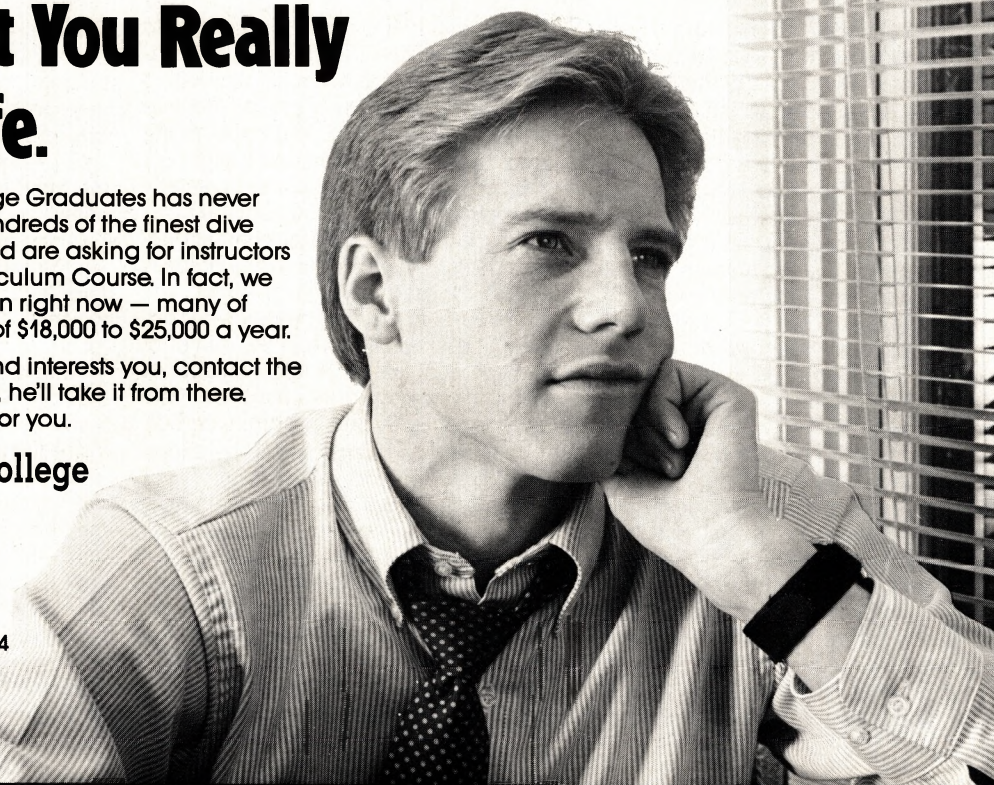
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Telex: 678400 PADI INT SNA

If writing, include age,
address and phone number.



COZUMEL



PHOTO BY STEVE LUCAS

COZUMEL



Mexico's

TEXT AND PHOTOGRAPHY BY STEVE LUCAS

The big clock atop the tower is about to strike seven. From any balcony above the plaza, until well after ten, you can hear the sounds, see the motions and feel the vibrations of the nightly fiesta. On the cobbled streets below, vendors sing out in praise of their wares. "Helados de coco," one warbles from beneath the glow of the clock. He is trying to tempt everyone to sample his barely frozen ice cream concoction, rich with slivers of real coconut. "Fruitas, frutas," another cries, peeled oranges, papaya and bananas atop his cart. A purely commercial event, it happens every night in downtown Cozumel. Past the shops, hotels and restaurants a constant parade of tourists, residents and street vendors circle, then re-circle the plaza. The little entrepreneurs are out too, shyly approaching the *touristas*. "Chicklets? Chicklets?" they ask with tiny voices, while holding up a box of chewing gum, hoping someone will succumb to their grinning, gleaming black eyes. When the anticipated "no" comes, they are undaunted. "Seashell?" the little boys and girls persist, while pulling a conch shell from behind their backs. Again refused, they turn to stalk another prospect.

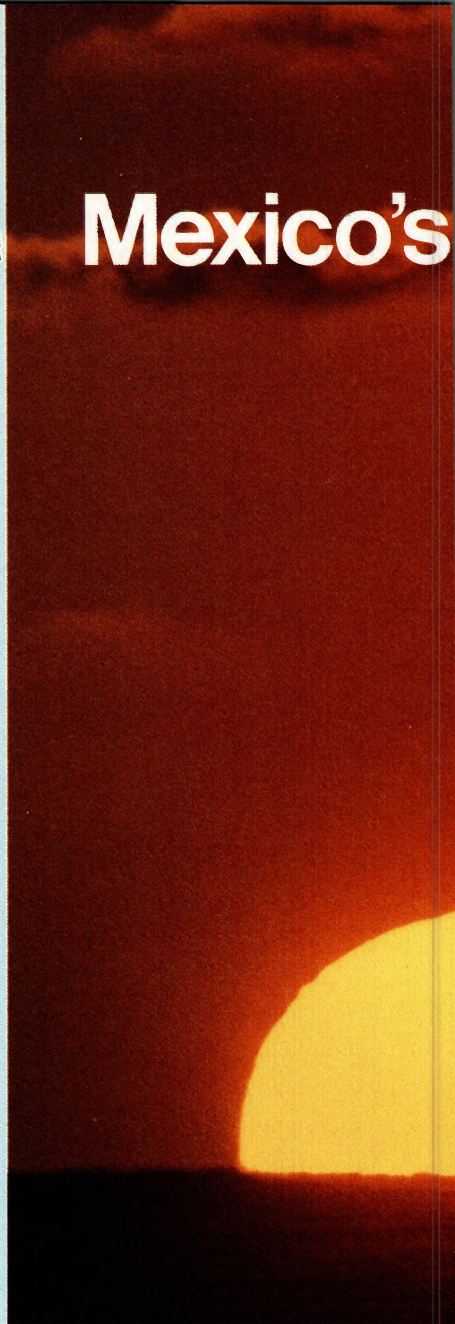
When the cruise ships are in town the party doubles or triples in size. The discos and restaurants overflow and the merchants sharpen their pencils. On Friday and Saturday nights the church bells clang and add their Mexican magic to the fiesta. The sounds of guitars, violins, trumpets and base music boxes float from the bandstand in the center of the plaza. In



small groups, unattached *senoritas* waltz slowly around the plaza, flirting coyly with the young *caballeros*. The hoteliers and restauranteurs bring their eateries and margaritas out onto the sidewalk to take advantage of the festive atmosphere. Over by the sea-front avenue, the local Rotary Club is offering another chance to win a new car. And, in any of the dozens of shops that surround the plaza you can find at least ten items you, or your companion, will be sure you just can't

live without. On racks filled with ornate embroidered clothing and in glass showcases lined with trinkets, almost everyone finds something with which to overstuff their suitcases. The silver, copper, pottery and brass seem impossible to pass by without a touch. Necklaces, beads, onyx, dolls, black coral and mounted antique coins—the choices are endless. The ladies are certain to find the perfect dress made of Spanish lace. The men are drawn toward the masculine lines of Latin clothing and leather goods. And, you're sure to find at least one T-shirt to wear home to make sure everyone knows where you've been on your vacation. With bargains beyond belief, the price tags make you feel like a *bandito*. And, just in case you don't like the asking amount, it is probably negotiable.

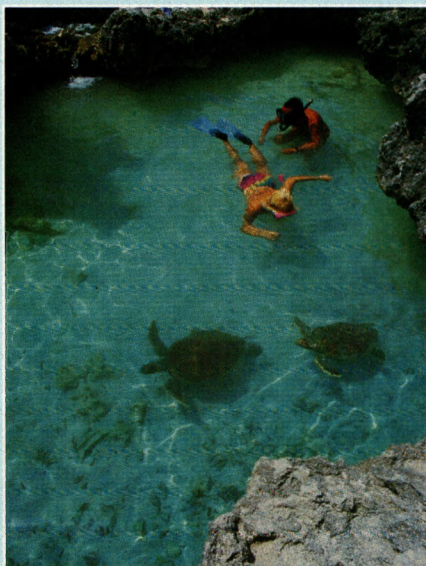
Along the waterfront and throughout the streets that parallel the plaza, it becomes quickly obvious that diving is a major reason tourists come to this island in the Mexican Caribbean.



Stepping Stone To The Caribbean



Cozumel offers the relaxed pace of the Mexican Caribbean combined with great bargains on a variety of accommodations. The diving includes excellent sites off the beach such as the Airplane (left). Snorkeling along the shoreline, divers may encounter sea turtles (right). Offshore sites are dramatic, including Yocab Reef (far left). Near the cruise ship pier, La Celba and the Sol Caribe (far left, aerial) are excellent luxury hotels. At La Celba, the pool is on the beach (far right). Continental flies direct to Cozumel from Houston.



COZUMEL

The red and white of the dive flag seems to have replaced the Mexican national flag as the island banner. Dive shops fill every third or fourth storefront.

The best equipped dive service operations stand out and quickly become obvious. Well outfitted, they operate boats that cater to small groups of six passengers up to large charters of 20 or more. The choices of daily dive destinations seem endless: shallow reefs to deep walls, caverns and tunnels to coral gardens patrolled by 100 pound grouper, roller coaster-fast drift dives to spots where the fish demand to be fed. With more than enough choices to make sure you won't visit the same spot twice in a week's stay, you only go back the second time by choice.

The preferred method of diving in Cozumel differs substantially from that of most other islands. Instead of rising early, rushing out for a morning dive of one or

two tanks, back for lunch and out for the afternoon trip, the pace runs slower; much slower. Remember, this is Mexico.

At about 9:30 or maybe 10:00 am, the boat from your chosen dive operator will pull up to the dock of your hotel. When your gear is loaded aboard, the crew normally continues the cruise toward the reefs to the southwest of the island while picking up more passengers along the way. An hour or so later you are likely to find yourself zipping along a coral ridge on Palancar, Santa Rosa or their famed sister reefs. A long series of dramatic coral formations, they are all backed by a wide U/W sand desert hardly 30 or 40 feet deep. Rising like a miniature mountain range, the reef tumbles and cascades, then vanishes into an inky blue abyss thousands of feet deep.

After the first dive on the deep precipice your captain will probably nudge his

vessel right up against the sandy beach. Everyone wades ashore. Lunch, included in the price of the dive, will be served at one of the open air beach restaurants at Playa Maya, San Francisco or Palancar. After a noontime feast of tortillas, chicken, beef and other Mexican specialties, a short siesta, walk on the sand, swim or volleyball game, it's off for the second dive on one of the shallow coral gardens. By mid afternoon you will be back at your hotel with the rest of the day to yourself.

COZUMEL ACTIVITIES

At the western edge of the deep blue Caribbean Sea, 12 miles from the Yucatan, Cozumel has a lot of land activities available to keep your afternoons filled. Except for the sea and the beaches the island does little to make you think you are in the Caribbean. Here, there is always something different and unusual.

Except in the discos, the sounds of rock and roll and Caribbean music give way to the rhythmic flow of Latin guitars and salsa. Mariachi bands are often heard as they stroll through the grounds of the major hotels and some of the beach restaurants. The bouncing lilt of English spoken with an island dialect goes unheard. Instead, greetings are a polite, and often shy, "buenos dias" in the morning, "buenas tardes" in the afternoon and "buenas noches" in the evening. In fact, other than when speaking to your hotel clerk or a friend, you are likely to find your native English of little use.

Cozumel is purely, and proudly, Mexican. As such, the language and customs are Spanish. Instead of expecting everyone to speak English, Americans are

CURRENCY

Mexico is one of the best vacation bargains in the world owing to a severe currency devaluation program being undertaken by the government. In the past year the value of the peso has been cut in half, making the U.S. dollar even stronger and more popular. Example: A typical meal for four persons at many of the island's better restaurants, including drinks, is likely to run less than \$30.

As of late summer 1986 the rate of exchange was 760 pesos to the dollar. Additional devaluations take place every month and you can likely expect your vacation money to go even farther by the time you book your flight.

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For return flights you are required to be at the check-in counter one and one-half hours prior to departure. When flights are full, persons not checked in at least one full hour ahead of departure may lose their seats. Some airlines may require your return flight to be reconfirmed 72 hours prior to departure. Failure to do so may result in the cancellation of your seat even though you hold a ticket. Check with your carrier.



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COZUMEL

rightly expected to speak Spanish. Soon you'll learn new words and find yourself trying to broaden your use of Spanish beyond "taco, burrito and nachos."

If you are coming to Mexico for the

food, you had also best be prepared for a change of palatal tastes. Real Mexican food does not taste anything like Tex-Mex food. You won't find the familiar fast food flavors or the crisp formed corn taco shells in Cozumel. Here the foods are simpler, often fried, have fewer additives and require the liberal use of *salsa caliente* (hot sauce) to add the flavor with

which Americans are familiar. If at first it strikes you as a bit bland, just pour on some more salsa.

For sightseeing tourists, the island is rich in history and natural beauty. It was originally a sacred part of a mighty Maya empire and the ruins of a once great civilization can be found in the middle of the island's thick jungle interior. But, only

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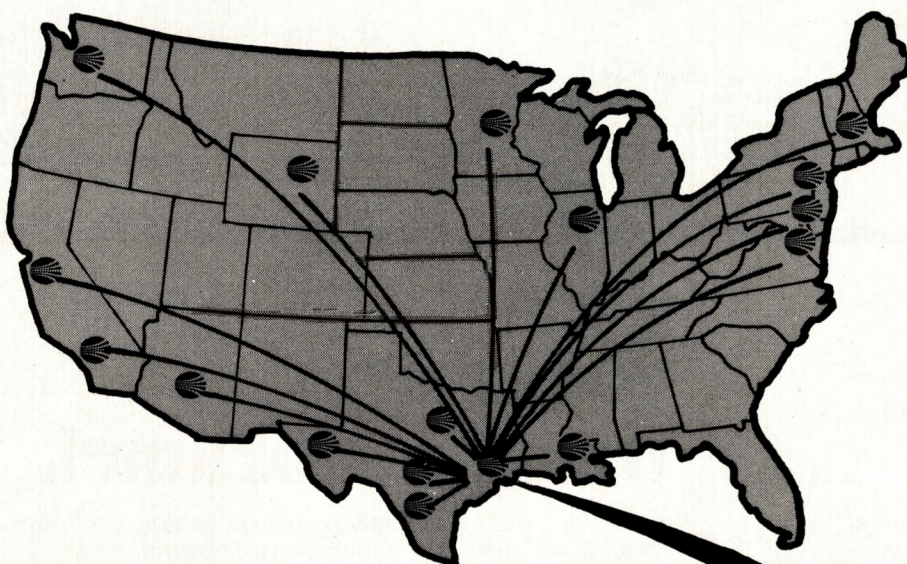
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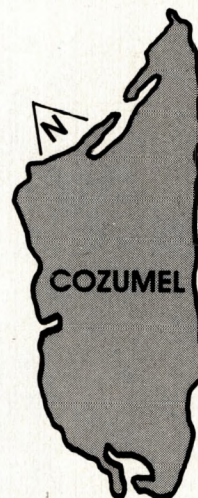
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COZUMEL

traces remain. At its height, more than 40,000 Mayans populated the island. Cortes and his conquistadors found little resistance when they tore down the Maya shrines and temples in the early 1500s. In less than 50 years almost all the Mayans died from the diseases brought on them by the Spanish. The sacred island of *Ah-Cozumil-Peten*, the "place of swallows," was virtually abandoned.

Once, at the shrines in the Maya city of San Gervasio northeast of downtown San Miguel, Maya women would come in pilgrimages to pray to Ixchel, the moon goddess of fertility. Today, the only pilgrimages to the island are made by thousands of tourists who worship the sun, sea and sand.

Today, life and tourist activities revolve around the island's only city and its northern and southern hotel districts. To the north, extreme south and most of the east, Cozumel is blessed with fabulous beaches. San Miguel and the southern hotel district are protected from the sea by craggy ironshore rocks. Small beaches are sometimes sculpted in the shoreline in front of the major southern hotels and are often packed with sun worshippers. But, except for Sundays, the best southern beaches are often un-

touched and desolate. Getting to them is not difficult, but requires some form of rental transportation and a bit of initiative.

TRANSPORTATION

Getting around is accomplished via taxi, motor bike or rental car. Taxi fare from either hotel district to San Miguel is less than one dollar for up to four persons. Trips to the ruins, southern light-house and beaches on the eastern side cost more, yet are still very inexpensive.

Cars can be rented from many major international or local rental agencies by the day or week. You are likely to find

yourself driving a VW bug or a Jeep. Either is fun, but since you won't have air-conditioning as an option, take the jeep if you have a choice. It's cooler and more fun when you take off down some of the unpaved roads that lead to the sea.

If you are more of an adventurer, see the island via moped. A word of caution is in order. Travel is advisable only in pairs when you rent a bike. Mechanical breakdowns are not uncommon. And, it is a very, very long walk from the remote southern part of the island back to any hotel. There are no roadside telephones, little local traffic, no police patrols and al-

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Scuba Cozumel

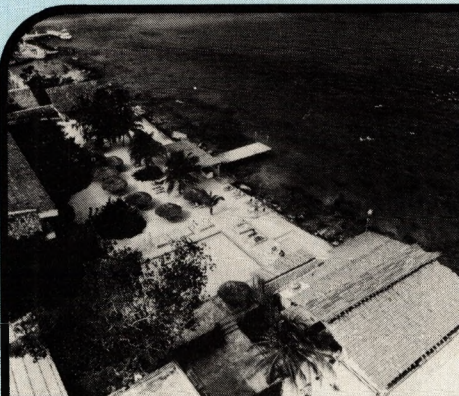
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COZUMEL



most nobody lives out of town. A buddy with a second bike is your only sure way of getting home in time for dinner.

Cozumel's deep interior is largely thick jungle and swamp. In most places you cannot walk beyond the edge of the road without going knee deep in water. Alligator-like caymans live deep within the interior while their three foot long iguana cousins and smaller highly colored lizard relatives often come out on the road to sun. Green parrots with tomato-red

cheeks fly about in screeching flocks that can be heard half an island away; plants with wildflower blooms fill the air with the fragrances of the Mexican tropics.

BEACHES

Numerous beaches can be found by following the main highway south past the cruise ship dock. You can stop at Playa Maya or San Francisco for a cold drink or lunch or pass them by for the solitude of Palancar Beach—that is, if you can find it. All the beaches are reached by driving down small, almost hidden, largely unmarked, unpaved roads. You must be very observant or they will go

completely unnoticed in the dense vegetation. Not every road leads to a public beach, either. At the end of some, after a long drive through the brush, you may find yourself staring at a locked fence. Just turn around and try the next one. The goal is worth the hunt.

Once you locate it, you will find yourself on one of those beaches only a brochure or picture post card can describe. You know the ones: They have copy that reads something like "long, meandering strands of golden sand stretch out to let you soak up the sun's rays." And, they really do. Cozumel's are some of the most beautiful, seldom walked-on beaches in the Caribbean. There's not a hotel in sight and on most days, unless you bring someone with you, nary another soul to encroach on your privacy.

At the end of the coastal road you will be faced with the decision to turn northward along the eastern side of the island or take the unpaved road heading south. There are plenty of gorgeous beaches up the main road, but go south first. A few miles down the bumping, jostling trail you will see a small stone building. In addition to the ruins at San Gervasio, this more substantial Maya building is left standing almost intact. A shrine with very small doors, the *Tumba de Caracol*, or conch shrine, sits against a sand dune. It is theorized to have been built as a navigational aid and ceremonial temple. After your exploration, cross the dune to check out the beaches. Here big rollers often crash to the shore and constantly swirl the fine white sand.

A mile or so south, a shoot of the road climbs to the top of the dune. A couple hundred yards north along the beach, in very shallow water, is the wreck of a turn of the century ferry. Giant anchors, chains and glass bottles can be found in snorkeling depths of less than 15 feet of sometimes rough water. The bottles are collectible—if you can find the wreck in the first place. After you search for it with mask and fin, continue to the end of the road. Here you can climb the 127 steps to top of the island's southern lighthouse.

DIVING

If you come to the island looking only for good diving, you have made a very good choice. In virtually all of the SKIN DIVER Magazine reader surveys, Cozumel has been chosen as one of the top three diving destinations in the world. For mid-American divers, and especially those from Texas, it is the number one destination. The attraction is not purely one of economics, either.

The price of a Cozumel vacation is quite low by comparison to many other destinations, owing to a severe monetary devaluation program currently being undertaken by the Mexican government. But the real attraction of this area is its reefs and the thrill of its unique mode of underwater transportation. The currents

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make learning to be a good drift diver very important. Once these easy skills are mastered, you can take advantage of the island's underwater wind to fly throughout the coral maze.

Local dive operators have become very conscious of their obligation to protect their reefs and to teach conservation to their clients. As a result, diving, especially on the deep walls, is done primarily in groups. This accomplishes two goals. First, divers are asked to keep at least an arm's distance between themselves and the corals to prevent damage and reef destruction. In a group, the divemasters can observe anyone who may be having trouble with buoyancy or otherwise damaging the corals. Secondly, the currents can be strong and a bit unnerving to newly trained divers or others unfamiliar with this type of diving. By diving together, usually with a lead and follow-up divemaster, everyone can drift along safely while the boat follows the bubbles. Should it be necessary to surface early, the divemaster always knows who is on the bottom and who is on the boat.

The divemasters also make it a point to keep their eye on underwater photographers. Without realizing it, it is possible to crush and permanently damage fragile corals while trying to get just the right angle for the photo. If this happens, you will receive a clang on the tank, a gentle shake of a reminding finger, and orders to get off the coral. These guys know that unless they make it their, and your, responsibility to preserve the environment, no one will have the chance to see its beauty in just a few years.

Since virtually all of the major reefs are well offshore and well south of the hotel zones, the majority of diving is done by boat. The best sites are known to hundreds of divers who have returned dozens of times to see them again and again: Paraiso or Paradise, San Francisco, Santa Rosa, Palancar and Columbia. There are, however, a few fun reefs so close to shore they can be dived from the beach.

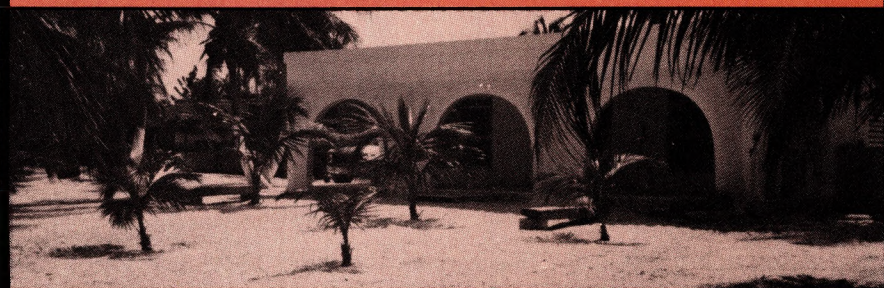
WATER

To drink, or not to drink, that is the Mexican question. Water in most private homes and many small business establishments is unsafe for tourists to drink. In Cozumel, all hotels are required to have potable water. Most restaurants also have purified drinking water. Thousands of vacationers visit the island and drink these waters with no ill effects.

Even so, Montezuma's revenge manages to attack a substantial number of persons each year causing severe stomach cramps, nausea and other unpleasant side effects often lasting several days. The result is a spoiled vacation. Bottled mineral water is suggested if you are prone to this malady. Your doctor can also provide medications that will help protect you from this most unpleasant experience.

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COZUMEL



About 150 yards off the steps of La Ceiba Hotel pier is the overturned wreckage of a large twin engine **Airplane**. It was purposely sunk as a Mexican movie prop and no one can tell you the name of the movie or what it was about. It is severely broken apart, but a fun place to be introduced to Cozumel. The hotel does not mind divers walking through the lobby with tanks on their backs to get to the site. Thousands of sergeant majors, French and gray angels, grouper and snapper claim the site. If you bring food, be prepared to be swarmed. On cruise ship days the surface is absolutely covered with snorkelers. Up to 200 mask and fin clad swimmers at a time can be seen congregating above the wreck and exploring the nearby coral reef.

If you swim toward the cruise ship dock you will discover an old ship's anchor and an impressive coral garden. At night, the bottom really comes to life and is one of the most popular evening dive spots on the island. If you make the plane and surrounding reef your first dive on Cozumel you are almost certain to get a taste of the almost ceaseless wall of moving water. Although normally quite negotiable, the current can turn quickly into a mighty foe. On a normal day it will run from the south. But be observant because at any moment it can reverse itself and go the other way. If you have never been exposed to brisk currents ask the advice of one of the local dive shop's divemasters on your first few swims.

The majority of the really exciting diving is an hour or so south by boat. **Palancar** is unquestionably the most popular dive destination the island has to offer. More than three miles long, it is divided into seven sections and it is impossible to see all of it during a short stay. **Palancar Gardens**, **Little Caves**, the Horseshoe, **Palancar Caves**, **Ladrillas**, the **Pinnacles** and **Deep Palancar** all share similar formations, but each has its own distinctive characteristics.

The most popular of Palancar's reefs is **Horseshoe**. Semicircular, like most of the reef it comes to within 20 feet of the surface. Gigantic coral heads form an open ring around a sandy floor. It is one of the most popular underwater photographic areas in Cozumel and locals consider visibilities of less than 100 feet bad. With 250 feet of clear water not uncommon, the reef draws its super clear water from the fast flowing stream of deep open ocean water that constantly sweeps past the island.

Added a few years ago to Palancar, a tall statue of Christ called the **Sacred Protector of the Ocean**, stands among the corals near this site. The metallic sculpture was permanently placed near the edge of the precipice on a concrete

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COZUMEL



base, its hands upraised in a dramatic and very photogenic pose.

Santa Rosa Wall is considered by most to be Cozumel's second best dive area. Averaging less than 60 feet at the top, it drops to a depth of several thousand. Numerous overhangs cut deep into the wall, offering a shelter from the current's motion. Caves with groupers and giant crabs can be found all along its

length. Normally dived at a depth of 80 feet, it has large, lacy gorgonian fans decorating its face.

Columbia is as impressive a dive site as any on the island. Large, two story coral mounds have grown in irregular patterns separating the wall from the shallow sand. The population of pale green anemones is thick. Plate-like corals and giant sponges compete for space while small schools of queen angelfish flirt with you from behind their protective cover. If you swim down the sand chutes, you will see the wall drop away into what

appears to be a bottomless blue pit. The current is almost always quick, making it important to stay with your group. Together you float weightlessly downstream, your fins used only for steering.

Shallow Columbia runs inside its deeper counterpart. The corals begin in depths of less than 30 feet, with schools of silver and yellow snapper hovering among many of the heads. As you cruise its length the corals rise closer to the surface. Against a rich blue background, fattened stands of elkhorn corals always point their small branches away from the current's flow.

Paradise Reef is probably the most popular shallow reef on the island. For photographers, it is among the best for macro and close-up photography. A long, narrow ribbon of low corals, it begins near El Presidente Hotel and runs nearly to the cruise ship dock. Although possible to dive from shore, it is best dived from a boat. Its depths average less than 40 feet unless you go well off into the sand. Thousands of tame fish reside among the corals and sponges.

Yocab Reef is similar to Paradise, but it is wider and deeper. It is often drifted as a second dive and the currents are almost always strong. The coral heads rise as much as ten feet from the bottom and large schools of snappers and grunts are found hiding beneath the overhangs. With several large sponge formations, this is one of the more dramatic shallow reefs for wide angle photographers.

Farther to the south, at the lower end

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of San Francisco beach, **San Francisco Reef** is cut in two major sections. Divided by a wide patch of sand, its low growths slope from a depth of 20 to more than 50 feet. Anemones cling to many rocks, some harboring arrowcrabs and tiny, transparent shrimp deep inside their pale pink tentacles. French and gray angelfish follow you about, begging for food, and filefish often hang on the edge of the coral bluffs and slip into darkened openings just as a diver approaches. Along the way, several four foot long grouper, weighing up to 100 pounds, await your arrival. Don't tease them if you don't have food: They have been known to bite! If you come prepared, they will put on a show for a long as the food lasts.

ACCOMMODATIONS

Hotel packages on the island can be found to please virtually any budget. If you want mostly beaches, sun and some diving, look to the hotels and condos clustered at the northern end of the island. The Club Cozumel Caribe, Mayan Plaza, Cozumeleno, Cabanas del Caribe, Playa Azul, Cantarell, Mara and Condomel Condominiums can all be found in this area. Many are on a stretch of sand that is perfect for sun and sand lovers.

If you want to be close to the shopping and are looking for the most economical island hotels, the Hotel Meson San Miguel, Suites Colonial and Bahia are all

right downtown and close to the waterfront. Near the downtown area of San Miguel, Casitas La Plaza and Barracuda are also popular with divers. Between town and the southern hotel district, the Galapago and La Perla are right on the sea, while Villablanca is only a short walk from the water.

Clustered near the international cruise ship pier, La Ceiba, Sol Caribe, Casa del Mar and Divers Inn are among the most popular on the island with divers, owing to their closeness to the reefs. La Ceiba and Sol Caribe are excellent luxury hotels, offering a great number of amenities including tennis, a disco and shopping. Casa del Mar is brand new and affordably priced. Divers Inn is much smaller and economically priced. A mile or so farther to the south, El Presidente is also a popular luxury property.

AIR TRAVEL

Flights to Cozumel are available from many parts of the U.S. with connections through several hub cities. Continental flies direct from Houston with both morning and afternoon schedules on most days as well as connections through Cancun. AeroMexico serves Atlanta and Houston, while Mexicana flies direct from Dallas/Fort Worth and Miami and makes Los Angeles connections via Mexico City. American has daily service from Dallas/Ft. Worth.

CONCLUSION

With the value of the Mexican peso dropping so drastically, the cost of a Cozumel vacation is unbelievably low. Since it has always been considered among the three most popular diving spots on the globe, it is time you made your reservation if you haven't been here before.

But, remember one thing. This is Mexico. Bring your Spanish dictionary and leave your worries behind. Things run slower and it is unlikely any of the locals will get ulcers anytime soon. Just plan to put your transmission in "coast" as soon as you get off the plane. It's Mexico and you'll love it! ➤

ADDITIONAL INFORMATION

For additional information contact:

Cozumel Hotel Association

P.O. Box 228
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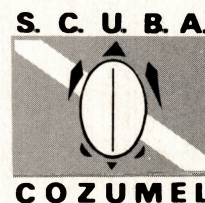
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SDM travel

SECTION



The Moorings and Underwater Safaris offer BVI visitors the flexibility of a crewed or bareboat sailing charter combined with rendezvous dive service. Top right: Underwater Safaris and the Moorings complex. Above: Bob Stafford and Barbara Doernbach examine a slipper lobster.



Imagine a charter sailing vacation in the Caribbean of the mid-1960s. The travel industry definitely lacked today's sophistication. While the islands provided the lure of indescribable beauty, serenity and adventure, all too often the vacation package offered surprise! The boat was already in charter or possibly in disrepair, provisioning in short supply, scuba services nonexistent, the captain and crew off-island and on and on—surprise! With a few of these sailing "vacations" behind them, Charlie and Ginny Cary decided there must be a better way. Their vision of a better way has evolved into one of the world's premiere sail charter operations, the Moorings, Ltd.

The British Virgin Islands of 1969

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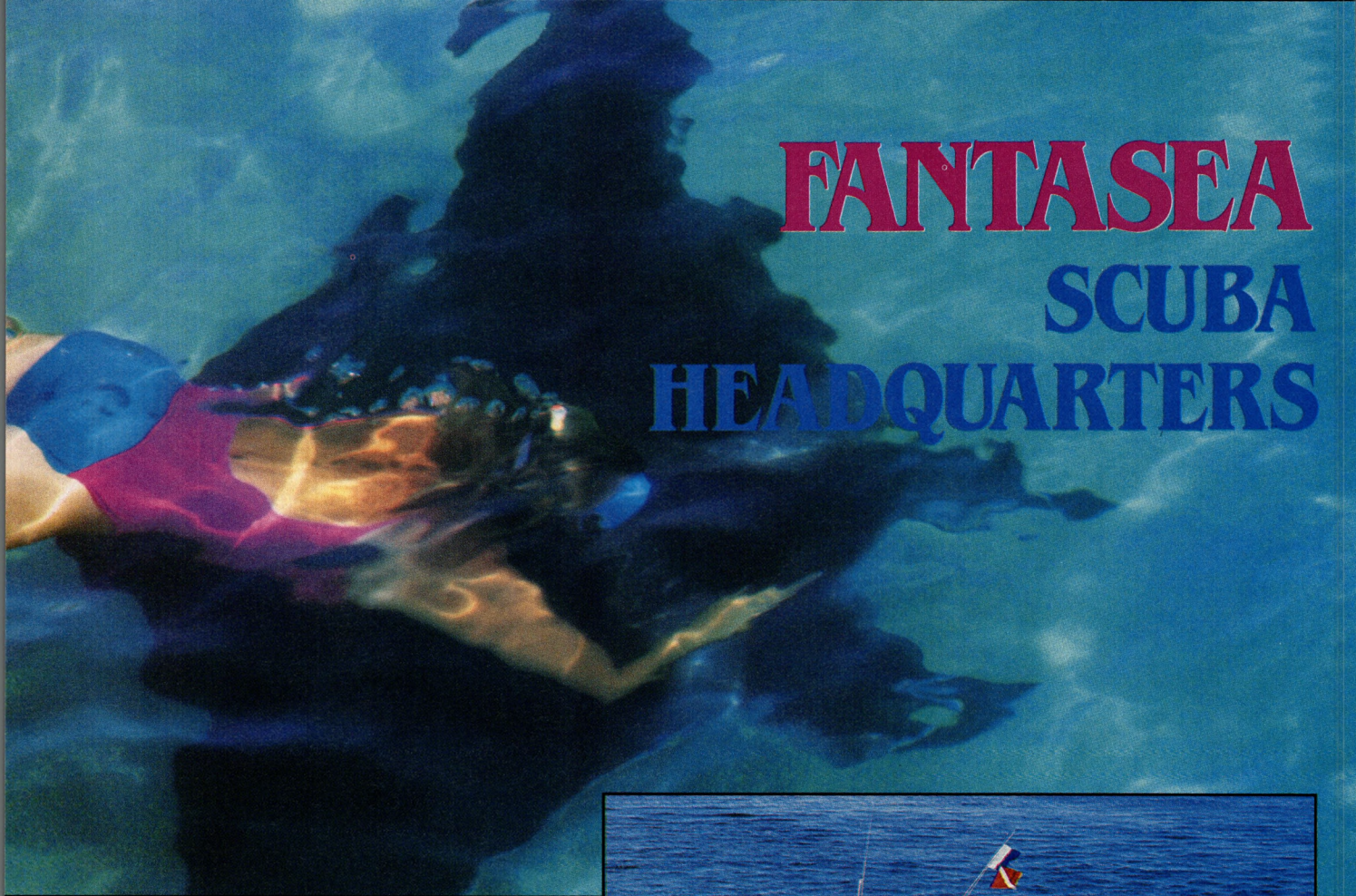
TEXT AND PHOTOGRAPHY
BY STEPHEN FRINK

featured no bareboat charter services. It was into that void and Road Town Harbour, Tortola, BVI that the Carys, along with partner Tony Rainold, sailed six Pearson 35s. Despite the lack of sailing infrastructure, the advantages to the sailor were as apparent then as they are obvious today.

These are islands situated in convenient proximity to the United States with a stable, supportive system of rule and friendly natives. They are blessed with a warm, tropical climate year-round. There are cooling trade winds, ideal for sailing, and scores of lush, mountainous islands dotted with hidden coves and unspoiled beaches. The waters are magnificently clear, the corals and shipwrecks fascinating and the marine life abundant. There are hundreds of protected anchorages, virtually within sight of each other and connected by the easily navigated Sir Francis Drake Channel. Tides and currents are minimal, the winds dependable and the courses charted by sight.

(Continued on Page 74)

FANTASEA SCUBA HEADQUARTERS



Top: On the author's trip with Fantasea Scuba Headquarters the group members encountered a huge manta ray that allowed them to pet and play with it for nearly 30 minutes. A Fantasea trip may include other encounters with marine life such as a spiny lobster or a camouflaged scorpionfish. With the custom dive boats *Fantasea* and *Extasea*, and the friendly staff of Fantasea Scuba Headquarters, every trip is fun.

Gateway To Emerald Coast Diving

TEXT AND PHOTOGRAPHY
BY GREG JOHNSTON

It was just another one of those perfectly pristine Destin days. The afternoon sun was high overhead, casting a warm, golden glow across the rows of condominiums lining the sugary white beach. The seas were calm and clear, with barely a ripple creasing the shimmering surface. We had finished our second dive and prepared to run the dive boat *Extasea* back to shore for a quick bite to eat. Under full steam we approached the shoreline, watching from the bridge as the emerald green water shallowed to a depth of about ten feet. Underwater, sand dollars the size of tea saucers lay scattered along the ocean floor. Our thoughts were suddenly broken by the sight of a dark object gliding through the water. Scanning the green waters, I focused on the shape of a great beast 100 yards off our starboard bow—a manta ray!

From wing tip to wing tip the animal measured at least eight and probably closer to ten feet. From the curved "horns" at its head to the base of its tail, the animal was at least five feet long.

The large ray (*Manta birostris*) swam cautiously around the boat. At first the winged creature would not allow us to approach, but after a short period of time it let us swim near. It eventually allowed us to ride it.

After nearly 30 minutes of playing with the manta, it was time to let our new friend go. Releasing my hold, I watched as the gentle creature banked to the left like a large bird in flight. Its right wing broke the sunlit surface while its left wing dipped to the bottom below, almost as if it were saying goodbye.

Manta ray sightings offshore Florida's Panhandle are not common, however, my hosts at Fantasea Scuba Headquarters proved these are not rare. Fantasea Scuba Headquarters, owned and operated by Steve and Rick Worlund, is in the beautiful resort community of Destin, Florida. The beaches here, with their windswept dunes and snowy white sand, are considered to be some of the most beautiful in the world. The dive shop, at the foot of the Destin bridge across from the marina, lies at the western tip of a natural peninsula. This is bordered on the north by Choctawhatchee Bay, to the west by Destin East Pass and on the south by the crystalline waters of the Gulf of Mexico.

Since the opening of the headquarters in January 1982, a new chapter in Florida Panhandle diving has been written. Fantasea Divers is a full service scuba center—PADI Five Star Training Facility—and Diving Ventures International Resort destination. The Worlunds' operation is one of the busiest in the southeast for equipment, beachwear and T-shirts, as well as rentals, repairs and instruction. The dive shop is managed by Steve Powell; all basic and advanced scuba training is directed by Anna Schmitz. Fantasea has one of the largest full time staffs on the Emerald Coast. Everyone helps out with everything—sales, crewing on the boats, student referrals and checkouts for both private and full certification classes. The store has more than 1,000 square feet of retail sales floor, a photo rental department, factory repair station and a 12,000 cubic foot pure air cascade system. There are two custom dive boats, the 45 foot *Fantasea* and the 31 foot *Extasea*.

Destin is geographically situated at the crown of a natural arch of ancient reef

that move like giant silver waves.

Other dive sites include an old oil drilling tower, three coal barges and a 130 foot long transport airplane.

The natural reefs are limestone rocks, covered in hard corals, oriental colored seafans and a rainbow hue of sponges. The most exciting reefs are in 80 to 100 feet. Many have been charted by local operators and are dived regularly, however, many new reefs are found on a daily basis.

One of the more exciting reefs in the area is Timber Holes, 105 feet deep. Its ledges are staggered like giant steps that rise more than 15 feet from the sandy floor. This is an all day trip, but well worth the boat ride.

White Hill, in 85 feet of water, stretches along the ocean floor with limestone shelves three feet high. Brilliant blood red corals crest the top of the reef, while camouflaged scorpionfish brood under coral ledges. Occasionally, an octopus will scurry by as angelfish flit among the large basket and barrel sponges.



Fantasea Scuba Headquarters in Destin, Florida is a full service scuba center, a PADI Five Star Training Facility and a Diving Ventures International Resort destination. In addition to dive trips, Fantasea offers scuba instruction, equipment sales rental and repair, and sells beachwear and T-shirts. There are 1,000 square feet of floor space, photo gear rental and a 12,000 cubic foot cascade air system.

systems that runs between Fort Walton Beach and Panama City. The limestone reefs lie less than two miles offshore, creating an ideal dive destination. There are several artificial reefs and many more being developed by the dive operators. One of the more popular sites is the coral encrusted hulk of a 250 foot Liberty ship. The wreck sits upright on the sandy bottom in 85 feet of water about ten miles south of East Pass. The superstructure was removed because it was a navigational hazard. However, the hull has about 20 feet of relief and is home to amberjack, snapper, barracuda and some large grouper.

The Bridge Rubble site is the remains of the old Destin bridge that was placed in 65 feet of water about nine years ago. This is one of the more popular shallow dives in the area. Sections of railings and roadway make this dive a trip down an undersea highway. Everywhere you go you are engulfed in swarms of baitfish

Frangista Reef, at a depth of 85 feet, has a six foot ledge that runs parallel to the shoreline. Here you will find schools of baitfish and spadefish swimming in tight formation.

Several other regularly visited sites include the Triplets, Tyner Spot, Eighteen's, Four Anchors, Long Reef and many more.

For the underwater photographer, the reefs are a world of macro subjects, tropical reef fish and large oceanic creatures. For the underwater hunter, it is a jungle of hogsnappers, amberjacks and large lobster. The tiny town of Destin is righteous in claiming to be, "the world's luckiest fishing village." A look underwater certainly proves it.

For more information on diving and dive/travel packages to the Emerald Coast, contact Fantasea Scuba Headquarters, #1 Highway 98, P.O. Box 5498, Destin, Florida 32541 or call (904) 837-6943/0732.

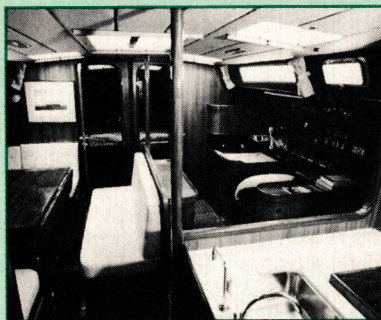
travel

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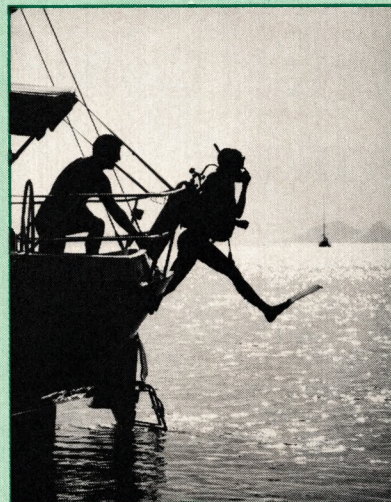
From those six sailboats in 1969, the Moorings has expanded its resort base to become the largest fleet of charter boats in the Virgin Islands. At present there are 106 yachts based in Tortola, primarily Bénéteau 37, 39, 43 and 51 foot sailboats, as well as 60 foot Morgans and Gulfstars. The Moorings Mariner Inn is adjacent to the 100 slip yacht marina and features 36 double rooms and two suites, each with a kitchenette, private bath and either balcony or covered patio. The eight acre complex also features a freshwater swimming pool, tennis court, boutique, gourmet provisioning center and conference room where comprehensive pre-charter briefings occur. The marina additionally provides complete yachting services such as fuel, water, ice, supplies and repairs. Underwater Safaris, also situated at dockside, provides scuba services to the Moorings.

The Moorings formula for success revolves around two primary factors: the viability of their resort bases for sailing and diving pleasure and a high level of personal service to their charter guests. In addition to the British Virgin Islands, the Moorings, Ltd. also has bases at Marigot Bay in St. Lucia, the gateway to the Grenadines; and in two of the best sailing areas of the South Pacific, Tahiti and the Kingdom of Tonga. The Sea of Cortez is also being developed as a Moorings, Ltd. resort base.

Services to the charter guest begin with a toll free call to the Moorings' in-house travel agency in Clearwater, Florida. Mariner International can reserve the charter vessel, arrange diving services, provide airport transfers, book hotel space, arrange yacht provisioning and make airline reservations. The charter fleets are standardized and maintained in superb repair. With only a limited number of yacht designs in charter and those specifically selected for the utility and comfort of the charter guest, it is more practical to stock an inventory of re-



Above: The well-appointed interior of a Moorings 51 foot yacht. Right: A diver steps off the stern of a similar vessel. Additionally, the Moorings charters 37, 39, 43 and 60 foot boats—106 superbly maintained yachts in Tortola alone.



pair parts and train the staff in preventive maintenance.

The charter vessels may be booked either bareboat or crewed (with the exception of the five, 60 footers, only available as a crewed charter), or any combination thereof. The yachts may be arranged bareboat, i.e. without crew, assuming the sailing competence of the charter group. A captain and cook constitute a fully crewed charter, but just a captain or a cook may be hired. For those with rusty sailing skills it might be advisable to hire just a captain for a few days, the additional expense of which is credited against future Moorings charters.

There is snorkeling gear aboard all the charter boats, but for those seeking to secure diving services, a visit with the amiable staff at Underwater Safaris is recommended. There are no compressors on the charter boats, but Underwater Safaris has plenty of rental tanks and a fill station at their dockside retail center. In addition, Underwater Safaris maintains satellite air fill stations at Cooper Island and Cane Garden Bay. Other fill stations may be found at Virgin Gorda and St. John. If air and tanks are the only services required, it is easy for the certified diver to rent tanks and either fill them or arrange for the Underwater Safaris dive boats to deliver freshly filled ones. However, Underwater Safaris is a full service dive center and can provide more than air fills to the charter boat fleet of the British Virgin Islands.

The Underwater Safaris dockside retail center features a complete line of T-shirts and resort wear, post cards and books, sunglasses, masks, fins, snorkels, maps and charts, etc. It also houses the computerized reservations

and inventory aspect of the business and the VHF radio communications center. Underwater Safaris maintains ship to shore contact with its fleet of dive boats and the charter yachts cruising the BVI. Underwater Safaris base stands by on VHF channel 16 and 09, or charter customers can contact their dive boats directly or call collect to Radio Tortola or Virgin Islands Radio. Since all of the charter yachts have at least VHF radios, Underwater Safaris can be in instant contact throughout the chain of islands.

Underwater Safaris is able to provide scuba instruction, underwater photography, day diving and rendezvous diving services from its base at the Moorings. Last year they conducted more than 1,500 scuba introduction courses, 300 full certifications and specialty instruction in underwater photography, wreck diving and night diving. Their underwater photo services include Nikonos and Sea and Sea camera systems for rent, film sales, E-6 and C-41 film processing (it's a drop-off station for processing done elsewhere on the island) and a new emphasis on underwater video. With two housed underwater video systems and sophisticated editing facilities, Underwater Safaris is able to produce a quality video documentary of a guest's dive day or complete sail/dive vacation. Underwater Safaris is probably best noted for its innovative rendezvous diving services, however.

The dive vacation with the Moorings and Underwater Safaris may adopt one of several formats. Divers may check into the Moorings Mariner Inn and arrange day dive trips with Underwater Safaris, although the much

(Continued on Page 88)

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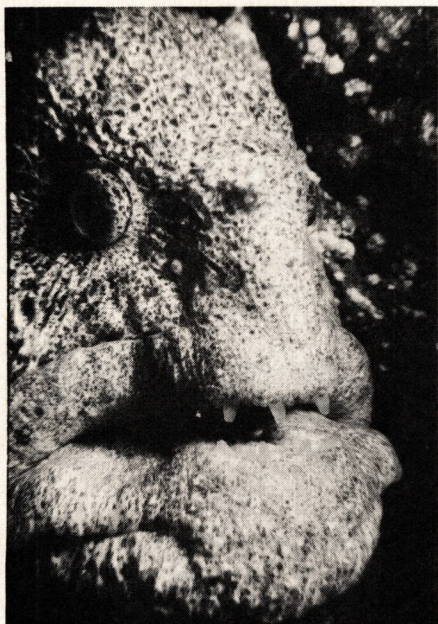
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THE WOLF EEL

Cabbage Patch Fish Of The Northwest

TEXT AND PHOTOGRAPHY

BY MARK D. THEUNE

One of my all time favorite movies is the science fiction thriller, *Alien*. That's the one where the monster from another planet is a stowaway aboard a spaceship from Earth and begins making appetizers out of the crew. Every time I watch that movie I think about wolf eels. I suppose that's because a wolf eel and the Alien have much in common. For in-

stance, both have powerful crushing jaws and fearsome teeth; both have somewhat unusual diets; and both are so ugly their appearance would have to improve to reach the level of grotesque. Fortunately for divers along the East and West Coasts of the United States, the fascinating wolf eel is not merely a fictional creature on a movie screen.

Wolf eels are certainly eel-like in appearance, with long, tapering bodies and dorsal fins extending from behind their massive heads to their tails. They have large, rounded pectoral fins behind their gill openings, but have no pelvic fins. True eels, however, lack pectoral fins and therefore wolf eels are more appropriately called wolffish. Some sources tell of wolffish attaining a length of eight feet. However, the largest authenticated wolffish appears to be a six foot, eight inch animal speared off Rosario Beach on Fidalgo Island, Washington in 1962.

Three species of wolffish flourish on the East Coast of North America: the northern wolffish, *Anarhichas denticulatus*; the spotted wolffish, *Anarhichas minor*; and the Atlantic or striped wolffish, *Anarhichas lupus*. All three species are very similar in body shape. To a great extent, their ranges along the East Coast of North America overlap.

The northern Pacific Ocean is the home of two species of wolffish that, unlike those of the Atlantic, are not members of the same genus and their territories do not overlap. One Pacific species, *Anarhichas orientalis*, is found along the east coast of Hokkaido Island, Japan, north to the Sea of Okhotsk and westward throughout the Aleutian and Pribilof Islands. Only one species of wolffish, *Anarrhichthys ocellatus*, can be found

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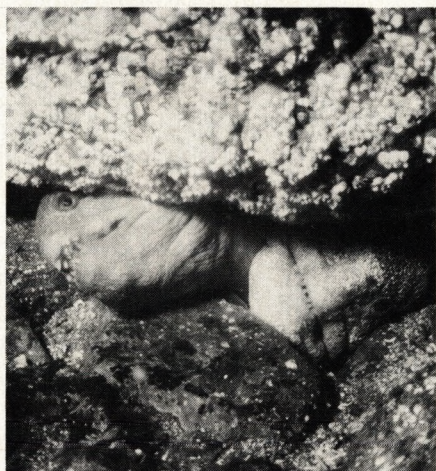
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along the West Coast of Canada and the United States. This species is the most temperate of all wolffish, ranging from Kodiak Island, Alaska, to as far south as Imperial Beach, California. In the cold northern Pacific waters, it lives in relatively shallow, rocky areas but to the south it will be found at greater depths. One report states that a wolffish taken at La Jolla, California was hooked in 400 feet of water and that others have been caught off Southern California at depths greater than 250 feet.

The ferocious appearance of the wolffish can be a bit unnerving for novice and experienced divers alike. Don't worry—wolffish are very timid creatures and present no danger to the scuba diver who uses a little common sense and reason-



A pair of wolf eels share close quarters in a rocky lair. Although their appearance can be unnerving, these fish are timid.

able caution while observing this most interesting animal. The evil appearance of the wolffish is owing largely to its peculiar tooth structure, adapted to crushing and tearing its primarily hard shelled prey. The diet of the wolffish consists predominantly of mollusks, sea urchins and crabs, although wolffish also feed occasionally on soft bodied animals such as starfish. This type of diet requires highly specialized teeth. The dentition of all wolffish consists of three distinct types of teeth: hooked (incisors), conical (canines) and nob-like (molars). The hooked teeth of the wolffish are commonly called its "canine" teeth owing to their superficial similarity to canine teeth of mammals. The canine teeth permit the wolffish to tear prey—such as mollusks—off the substrate. The largest canine teeth are positioned along the outer edge of the jaw, forming a semicircle. This position prevents hard shelled prey from slipping out of its mouth when the wolffish tears it from the bottom.

The wolffish uses its molars to crush the shells of mollusks, echinoderms and crustaceans. These molars tend to come

(Continued on Page 92)

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PHOTOS BY GERI MURPHY

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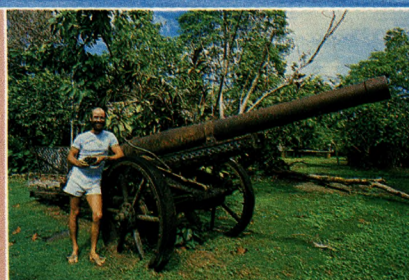
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ADVANCED TRAVEL

GUADALCANAL



Top: Children play at the mouth of the Matanikau River on Guadalcanal—the site of a bloody WW II battle. Left: Jane Belmare and a lionfish on the wreck of the *Solsea*. This island trader sank in 1980 and is completely intact. Below: An aerial view of Henderson Field. A vital airbase during the war, it now accommodates international jets.



Above: Many relics from WW II battles mark the landscape on Guadalcanal, such as this Japanese howitzer at the Jungle War Museum. The waters offshore are littered with sunken ships and planes. These were lost in nearly equal numbers from both the Japanese and Allied forces. Many rest in shallow depths near the shore.

A full-page photograph of a tropical beach scene. In the foreground, a group of children are in a small wooden boat on the water. One child is standing and holding a paddle. In the middle ground, another child is swimming in the water. The background shows waves breaking on a sandy beach under a clear blue sky.

time capsule of the Solomon Islands

TEXT AND PHOTOGRAPHY BY GERI MURPHY

Guadalcanal is one of the great legendary names of World War II. It was the most hotly contested piece of real estate in the Pacific war, and the scene of a number of bloody battles. Forty-four years later this World War II hell hole has been transformed into an exciting South Pacific resort paradise for scuba divers and snorkelers.

The history of Guadalcanal is incredibly fascinating; more than 50 books and movies have been devoted to the subject. Prior to World War II, it was an obscure jungle island populated by a few Melanesian villages. Guadalcanal sprang into the international limelight literally overnight.

It was the early part of World War II, barely eight months after Pearl Harbor. The U.S. had suffered tremendous damage to its Pacific fleet in Hawaii. Wake Island was lost and the Japanese military was triumphantly sweeping across the Pacific.

Australia had been earmarked for the next major Japanese victory and the Solomon Islands formed the highway toward this planned invasion. In those days Tulagi was the capital of the Solomons, the present capital city, Honiara, did not even exist.

The Japanese needed a major air base in these islands, but Tulagi was far too small and the neighboring Florida

group of islands too mountainous. A flat plain area on the north side of Guadalcanal seemed most suitable and the Japanese began construction. When the U.S. and Allied forces learned of this airstrip construction, they quickly realized its significance. Plans were made to invade Guadalcanal and take over the airstrip. It would be the first real test of U.S. ability to mount an offensive attack.

On August 7, 1942, the U.S. Marines landed 11,000 troops on Guadalcanal and neighboring Tulagi and Gavutu. The small Japanese garrison and construction crew on Guadalcanal were caught by surprise and the airfield was taken by the Marines before the Japanese could land their first plane.

The airstrip was renamed Henderson Field after Major Lofton Henderson, who lost his life at Midway Island. Construction of the airfield was completed and Marine Corps fighter planes and bombers were brought in from nearby aircraft carriers. It was the beginning of the Cactus Air Force (Cactus being the code name for Guadalcanal). The shoe was now on the other foot.

Yet the battle for Guadalcanal wasn't over; it had just begun. The U.S. Marines occupied less than one percent of the island while the rest was in the hands of the Japanese Imperial Army. And, more troops were on the way as the Japanese were determined to retake the airfield.

The battle for Guadalcanal was not a single action, but instead a series of vicious, bloody battles that continued for six months. Both sides were tenacious and courageous, often resulting in a fight to the death.

These battles were fought in three separate arenas: on land, on the sea and in the air. Both sides suffered incredibly heavy casualties. Owing to poor record keeping at the time, no one knows exactly how many died, but an estimated 40,000 soldiers, sailors and airmen lost their lives fighting for this one island.

As for equipment, the Allied forces (Australia, New Zealand, U.S.) lost 24 warships. The Japanese lost an equal number. Many of these vessels ended up on the deep ocean floor of Iron Bottom Sound, but a surprising number sank in dividable waters along the shore of Guadalcanal and on the Tulagi side of the sound. In the air, an estimated 600 fighters and bombers were shot down, mostly over water.

HONIARA

Today, Guadalcanal and the Solomon Islands have emerged as a new and fascinating South Pacific vacation destination. Only recently has the government of these islands embarked on a slow and careful tourism development program. The government very wisely wants to preserve its Melanesian culture and its natural resources.



Top left: Rick and Jane Belmare, owners of Island Dive Services. Island Dive Services' headquarters shop (top right) is in the Mendana Hotel Complex on Guadalcanal. It offers scuba instruction, retail sales, color film processing and daily dive charters. Both Continental and Qantas fly from Los Angeles to Fiji. From Fiji, you fly an Air Pacific 737 nonstop to Guadalcanal. Air Pacific also flies nonstop from Brisbane to Guadalcanal.

By Caribbean standards the island of Guadalcanal is huge. It measures 100 miles long and 30 miles wide. The central area has a mountain range that reaches an altitude of 10,000 feet. You can actually see the peaks of these mountains poking through the layer of white clouds as you begin the descent into Honiara.

Henderson Field has been transformed into a major jet airport that accommodates international flights from no less than five different countries. The runway has recently been extended to accommodate both 737 and 767 jets.

Although Henderson Field has been modernized, there are still reminders of World War II. A monument to the U.S. Marines is just outside the main terminal building and there are still cannons on display. Customs and immigration are similar to many Caribbean Islands. The Solomon Islands is independent but a member of the British Commonwealth.

Honiara, the new capital of the Solomon Islands, is five miles west of the airport. It is a bustling little seaport city with a population of 16,000 residents. English is the spoken language.

Downtown Honiara is a mixture of small hotels, government offices, a yacht club, excellent restaurants, business offices and tourist shops. It even has its own Chinatown section, complete with marvelous restaurants. The one difference between Honiara and a typical Caribbean island town is the Melanesian culture. Curio shops are filled with a fascinating array of shark carvings, war clubs, outrigger canoe models and shell jewelry. All of it is authentic, for the production

of handicrafts is part of the island culture and a much needed source of revenue.

MENDANA HOTEL

Among the four or five hotels in Honiara, the Mendana Hotel is by far the largest and most popular. It is the favorite choice among business people and tourists alike. Consisting of 50 rooms, the Mendana is on the water and close to the center of town. The bank, pharmacy, museum and shopping center are all within walking distance of the hotel lobby.

The Mendana is a blend of South Sea service and modern accommodations. The rooms are air-conditioned and equipped with shower and bath. The restaurant is an open air facility off the lobby, overlooking Iron Bottom Sound. The service is prompt and friendly. While there is no real sandy beach in front of the hotel, there is a freshwater swimming pool and easy access for snorkeling.

ISLAND DIVE SERVICES

Just off the lobby and within the Mendana Hotel complex is Guadalcanal's busiest dive shop—Island Dive Services. This facility consists of a retail dive shop, a scuba training school and a color film processing lab. It offers daily dive charters. Two large vans and a high speed boat stand ready to take visitors to a variety of fascinating dive sites.

Island Dive Services was started four years ago by Rick and Jane Belmare, two Canadians who spent several years working on Grand Cayman. Both Rick and Jane are certified NAUI instructors and active dive guides.

The couple operates three dive centers (Mendana, Tambea, Anuha) with the Mendana Hotel shop as their headquarters. They have four air compressors, more than 50 rental tanks and three identical dive boats. The staff consists of five certified instructors (NAUI and PADI) and seven local islanders.

The island built, fiberglass dive boats are 23 feet long, with cuddy cabins. They are powered by twin 25 hp Tohatsu outboards and cruise at 18 knots. Each boat can accommodate up to six divers plus a skipper and a divemaster. Rick and Jane prefer operating their dive trips with small groups and personalized service.

The dive shop also maintains a complete underwater camera rental department featuring Nikonos cameras plus Nikonos and Sea & Sea underwater strobes. Film processing (E-6) is done on a 24 hour basis. If you put the film in at 5:00 pm one day, you get it back the same time the next day.

Dive trips are conducted several times daily, either by van or boat. Since many of the shipwrecks are right up against the shore, beach dives are very popular. Guadalcanal is sort of a cross between the shore diving of Bonaire and the historic wrecks of Truk.

DIVE SITES

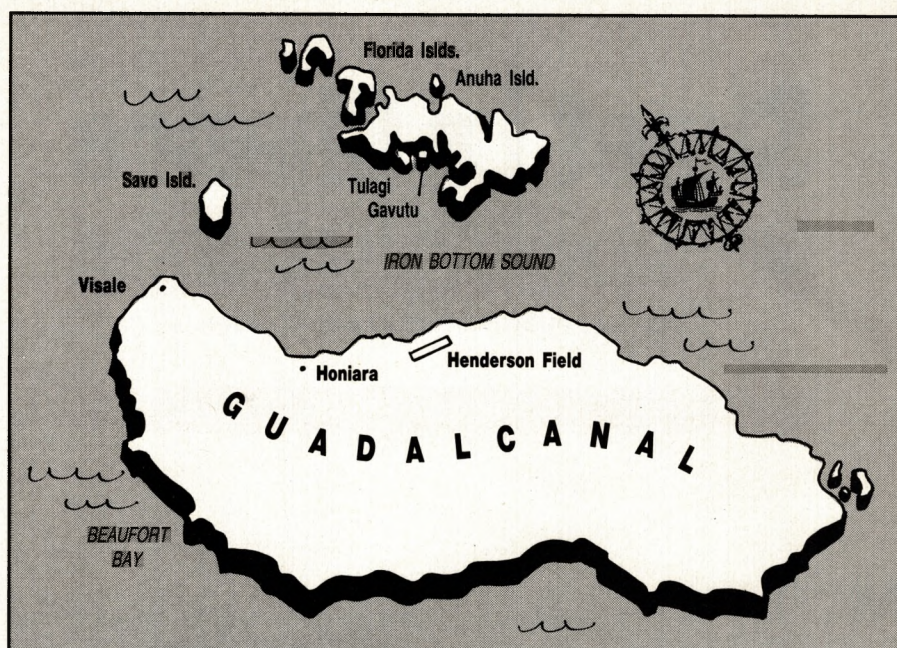
Diving off Guadalcanal is like stepping back into history. Memories and thoughts of World War II are awakened as you cruise over these undersea memorials. The difference between Guadalcanal and Truk is that 50 percent of the Guadalcanal wrecks are American.

The inventory of wrecks is incredible. There are airplanes, troop transports, submarines, assault barges and warships. Diving depths range from 10 to 140 feet. The name Iron Bottom Sound is most appropriate; the ocean floor is literally paved with wreckage.

Another significant factor that distinguishes the Guadalcanal wrecks from others is the awesome array of marine life. These wrecks are virtually dripping with gorgonian fans, soft corals, hard corals and exotic marine creatures. Great clouds of Indo-Pacific fish swarm over the wrecks, at times obliterating their profiles. These wrecks have become fantastic artificial reefs.

WRECKS

The Bonegi I is one of the most popular wreck dives on the Guadalcanal coast. It is one of three Japanese attack troop transports that was bombed and sunk in the vicinity of the Bonegi River. This is a huge vessel and could very well be the *Hirokawa Maru*, a 6,860 ton transport measuring 508 feet in length. She was caught in a heavy bombing and torpedo attack on November 14, 1942 and deliberately run aground for the emergency off-loading of Japanese troops and sup-



plies. The bow of the wreck lies up against shore in 15 feet of water and the hull slopes downward 180 feet.

The Bonegi I is a fascinating collection of war relics and bizarre marine life. A large green turtle named Tommy is one of the wreck's friendly residents and often swims with divers. The ship is inhabited by colorful lionfish, brilliantly decorated sweetlips and hundreds of other fish. In the shallow areas of the bow, one still sees evidence of machine gun bullets, bombs, shell casings and other ammo supplies. Much of it is harmless because it exploded in the ship's fire.

A short distance farther west lies the wreck of the Bonegi II, a slightly smaller troop transport. Its real name is the *Kinugawa Maru* and it is a 7,500 ton vessel 436 feet in length. Part of this structure is above water and up against the shore. Beneath the surface lies a fabulous garden of corals, fans and marine life.

Still farther west is the *Ruiniu*, another beached Japanese transport. This ship sits upright on a steep slope with diving depths ranging from 20 to 160 feet. The wreck is believed to be either the *Yamaura Maru* or the *Yamazuki Maru*, both 6,000 ton vessels 460 feet in length. This wreck is a favorite for photographers as the dive guides have tamed the fish with repeated handfeedings.

Some 40 minutes by boat from the Mendana Hotel is the B-17 Bomber, the wreck of a Boeing B-17 Flying Fortress. This four engine aircraft was originally armed with nine 50 caliber machine guns. The plane lies on a sandy bottom in 50 feet of water and is covered with a beautiful array of soft corals. The machine guns on the top turret are still intact and divers can sit in the cockpit.

The *I-123* submarine is the wreck of a 330 foot Japanese I-boat class subma-

MALARIA PREVENTION

The only serious health problem that exists in the Solomon Islands is malaria. This is a disease of the blood spread from one person to another by the bite of the female *Anopheles* mosquito.

The Solomon Islands government recommends you see your local physician and obtain the necessary antimalarial drugs for prevention. Chloroquine-primaquine has been the usual treatment; one a week for two weeks before departure, during your stay and for eight weeks after return. The tablets should be taken religiously on the same day each week. Also note that chloroquine-resistant *P. falciparum* malaria (CRFM) is a problem in the Solomons. It is recommended you take both chloroquine and Fansidar (or Maloprim) for protection against both types of malaria disease, but you should carefully discuss the possible side effects with your physician.

rine, used for the evacuation of Japanese troops from Guadalcanal. This wreck is near Visale, about 27 miles from Honiara. The sub sits 400 yards from shore, on the edge of a coral reef. Diving depths range from 10 to 90 feet. The wreck is only five minutes from the Tambea Village Resort, headquarters for one of the Island Dive Services shops.

Less than 200 yards from the Mendana Hotel there is a Grumman F4F Wildcat fighter plane. It is upside down in 20 feet of water and an excellent choice for a second or third dive of the day. This site offers an excellent combination of war artifacts and marine life, including a rare blue moray eel.

The *Solsea* is the offshore wreck of a 110 foot steel island trader. It is a five
(Continued on Page 89)

Skeet La Chance

Quiet Legend Of The Bahamas

TEXT AND PHOTOGRAPHY BY BILL GLEASON

Many diving legends start out, "way back in '56" or, even worse, describe the way things were 20 years ago. This one's better—or worse—depending on your view. We're going to start way back in 1941—45 years ago!

To get this story, I had to track a quiet legend to Marsh Harbour, a small, quiet town on Great Abaco Island in the Bahamas. After a landing at a comfortable airstrip and a short taxi ride to the Great Abaco Beach Hotel, we asked at the front desk if anyone knew Captain Skeet LaChance. After being politely told that "everyone" knew Skeet, we asked how we might find him. "That's OK," our informant said, "he knows you're here."

One minute later, Skeet drove up and introduced himself. Knowing I was in the presence of a legend, I expected that stories about 45 years of diving adventures would begin immediately. Instead, Skeet's main concern was, "How soon would you like to go diving, before or right after lunch?" Before long we found ourselves at Skeet's dive shop and then we were escorted aboard Dive Abaco's custom built 30 foot *Michael Lee*. Even a casual glance around this dive boat will show you LaChance knows what he's doing: the walk-through transom for easy access, excellent ladders and wide dive platform are just the beginning. Tanks are stowed on the side for easy access and there's even a "Skeet LaChance Special," a stainless steel "help-you-on." This is a simple device that holds your tank at the right height for you when you're standing up. After a crew member puts the tank in it, all you do is buckle a strap or two and step right off the boat. I was starting to understand how Skeet has used his experience to make diving with him easy.

On the ride out, I was still waiting for the war stories to start. But, Skeet was too busy making sure he knew everybody. He asked all of us when we had been diving last (the real truth, please) and just what we were looking for on our

dive. Our first stop was the Tunnels, one of the many shallow (30 feet) sites that characterize much of Abaco diving. Perfect for novices and photographers, Tunnels is a maze of overhangs, caverns and swim-through tunnels. LaChance is a relaxed divemaster. If you want help and attention, he'll be right there. If you want to be alone, he's just a shadow U/W.

We were also introduced to a Dive Abaco specialty: excellent communication and interaction with marine life. Groupers (who allow Skeet to hold them in his hands), eels and just about anything else in the ocean seems to respond to this unique divemaster. A word of caution to hardcore divers: Dive Abaco is designed and geared to novices and intermediates and to the underwater photographer who wants long bottom times with excellent fish interaction. Although dives to more than 27 sites are regularly scheduled, and a few of them are in the 85 foot range, the hardcore wall, wreck or deep diver would enjoy a steady diet of these types of sites elsewhere.

After shooting a couple rolls of film at the Tunnels, I returned to the boat, sure I'd get my war stories now. But, Skeet was too busy asking the other divers if they had had a good time. We moved to the next site, Cathedral. Here we found excellent caverns and good fish life, with schools of small fry creating silver back-grounds for most of my photos. Again, following the leader is the name of the game. Just tell Skeet what you'd like to see and if it's there, you'll see it.

On the way home, we talked about the dives and what we'd do the next day. There was a discussion of diving in the Abacos and about how everyone's vacation and diving were going. I got pointers about restaurants, things to see and do, but still no war stories. Frustrated, I asked Skeet to dinner. Finally, I got the story. Skeet LaChance started diving military-style, back in 1941. Skeet had a dive store in Evanston, Illinois in 1957, one of maybe 50 in the entire country. In 1962,



Skeet LaChance makes sure Dive Abaco guests get the most out of their trips. Michael Lee is outfitted with diver conveniences inspired by LaChance's many years of experience. Marine animals respond to his presence, allowing guests to get close.



when dive travel was in its infancy, Skeet became captain of the *Highlander IV*, one of the first live-aboard dive boats. Skeet and *Highlander* explored the Bahamas until 1979, charting new areas to dive and welcoming back diving friends year after year. LaChance meant to retire in 1979 and moved to Abaco, but a couple of friends stopped by and wanted to go diving. Soon there was a big dive boat. Today his friends, old and new, still stop by to go diving.

If you'd like a definition of a quiet legend, it's someone who'd rather talk about your next dive than his last one. If you'd like to experience a quiet legend, contact Skeet LaChance at P.O. Box 555, Marsh Harbour, Abaco, Bahamas; telephone (809) 367-2014. 🐠

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He is a man who enjoys taking chances. It was this element of Michael Herko's character that, more than three years ago, helped him decide to turn a passion for diving and underwater photography into a career rather than a part time hobby. He sold or gave away most of his furniture and, with camera equipment and diving gear in tow, left the noise of subways and buses in his hometown of Brooklyn, New York and moved to the white sand and clear water of St. Croix, USVI. His gamble paid off because Herko has since had his photos published in several skin diving publications.

Yet, this is not the story of Michael Herko's life in the Caribbean, but rather of a unique opportunity that came his way. While on a diving excursion in California about one year ago, Herko was thumbing



photo/Michael Herko

THE
FILMING
OF

DREAMS OF GOLD

BY JOHN D. COVILLE

through a local newspaper and came across an advertisement that caught his eye. It occupied a full page: The top displayed a picture of famed treasure hunter Mel Fisher holding a gold chain. In bold letters the advertisement read that a television film about Fisher's adventures called *Dreams of Gold: The Mel Fisher Story* would be shooting principal photography in St. Croix.

Herko realized he was just a 15 minute drive from the address given at the bottom of the ad and, after quickly putting together a resume, dashed over and dropped it off. The next day the producer of the film phoned him. During that conversation and others Herko was hired as a dive consultant. His initial duties would be to scout locations around the island, and to be dive instructor for the cast that included Cliff Robertson in the role of Mel Fisher and Loretta Swit as his wife, Deo.

Before continuing, a brief synopsis of Mel Fisher's story and the focus of the film, (it is supposed to air on CBS this month) would be in order. In 1622, the Spanish galleon *Nuestra Senora de Atocha* sank near the Marquesas Keys. Her cargo was rumored to contain a fortune in gold and silver. In 1969 Fisher began his search for the galleon and her treasure. This would become a 16 year adventure, during which his son, Dirk and daughter-in-law Angel, would die. As if these tragedies were not enough he would also be ensnared in a web of litigation and investigation with both the IRS and the SEC. Fisher did indeed find his treasure, but his is a story of how one man's dreams of gold turned into a real life nightmare.

Of course, it is a story almost tailor

made for Hollywood. Herko says of the Fisher tale, "It's the traditional rags to riches story. Its like *Rocky* only this is true. It really happened." Because of the inherent reality of the story, authenticity in its telling was of paramount importance. This was especially true in regard to the early years of Fisher's saga. In the 1960s the gear that Fisher and his crew used was archaic compared to what exists today, and the production company tried to accurately recreate that era. To illustrate the danger in scuba diving that existed in the early '60s—more so than today—Herko pointed out that divers back then did not have buoyancy compensators. Another piece of equipment not commonly used when Fisher began his search was the submersible pressure gauge.

Herko relates the use of older equipment did not endanger the cast in any way, because every safety precaution was taken. In his role as dive instructor he used only contemporary equipment and, as a further prevention against mishap, insisted the cast be trained in the area the film would be shot, on the leeward side of the island near the town of Frederiksted. Here the water is calm, extremely clear, warm and shallow.

The diving class Herko conducted was a star studded one. Not only did it include Cliff Robertson and Loretta Swit, but also William Zabka, the young villain in *Karate Kid* and Bob Hoskins, who played a gangster in *Cotton Club*. Herko especially liked Hoskins because he felt the British actor "had a bit of Brooklyn about him," but his best pupil, and favorite, was Loretta Swit. "She learned the basic diving skills very quickly and was comfortable with it in no time." Herko adds the

former *Mash* star also became a friend and they still keep in touch.

After his role as dive instructor was completed Herko became involved in other areas of the production as well. One such instance occurred during the filming of the scene in which Mel's son, Dirk, and his young wife, Angel, are killed. In real life the couple drowned when the tugboat they manned, while searching for the wreck of the *Atocha*, capsized during the night as they slept. They awoke in a submerged cabin with little chance of escaping. Such an incident would be difficult to recreate. Spurred by a desire not to have art imitate life too closely, Herko came up with the plan that was subsequently used. Herko suggested an artificial hull be built by the carpenters and welders on the set. He then had this dummy hull lowered upside down and onto the ample flotation available, such as rafts that were used in other scenes. When his unsightly creation was placed in the water it indeed appeared to be a sinking tugboat, but it could float indefinitely. Says Herko, "This allowed them to shoot all night or play with lighting and angles if they wished."

Another occasion in which Herko was allowed some input happened during the construction of the "gold set." This would be used for the scene when Fisher and his crew finally locate the mother lode. It required a huge amount of gold, and of course it would be too costly and dangerous to use the real thing. So, substitute wooden bars colored with durable gold paint were made. When Herko first saw them he was afraid they would float and a quick test proved him correct. Recalls Herko, "We spent the next few hours

banging nails into the wooden bars and coating the bottoms with lead so they would sink." He then adds with a smile on his face, "If Mel Fisher had come across this stuff in real life he would have just swum by." This is an exaggeration because as one can see in the accompanying photographs the end result was quite realistic.

Overall, Herko's first exposure to Hollywood was a pleasurable one, and something he will not soon forget. The greatest aspect of the whole experience, he feels, was the opportunity to get to know some celebrities. As mentioned earlier Loretta Swit became a good friend, and his immediate boss, (and marine coordinator on the film), was a man named Luke Halpern. To those who don't recognize the



photo/courtesy Colson and Associates

Opposite: Movie set with "gold bars."
Above: Mel Fisher and Cliff Robertson.

name, he portrayed the elder son on the television show Flipper.

But, the greatest thrill for him was the chance to meet and work with a personal hero, Mel Fisher, who was on the set throughout the shooting. Herko recalls when he first met him many photographers were around taking publicity shots. Fisher, who is the consummate showman, quite dramatically let Herko hold his trademark gold chain. This is the same chain the treasure hunter held in the advertisement Herko read in California, and is also one of the first items found among the wreckage of the *Atocha*. It is worth thousands of dollars.

Fisher told Herko to hold out his hand, and then, link by link, began to lower the chain onto Herko's palm. Herko recalls that his hand soon began to drop from its weight. "It must have weighed 10 or 12 pounds, and all I could think of was the fact it was pure, solid gold." Then, just when the chain was entirely in his hand, Fisher suddenly yanked it away. Perhaps Fisher's intention was to illustrate for Herko the elusiveness of wealth. There is one thing Herko already seems to know, and a bit of knowledge he and Fisher seem to share: It is that success is not acquired until a chance is taken. >

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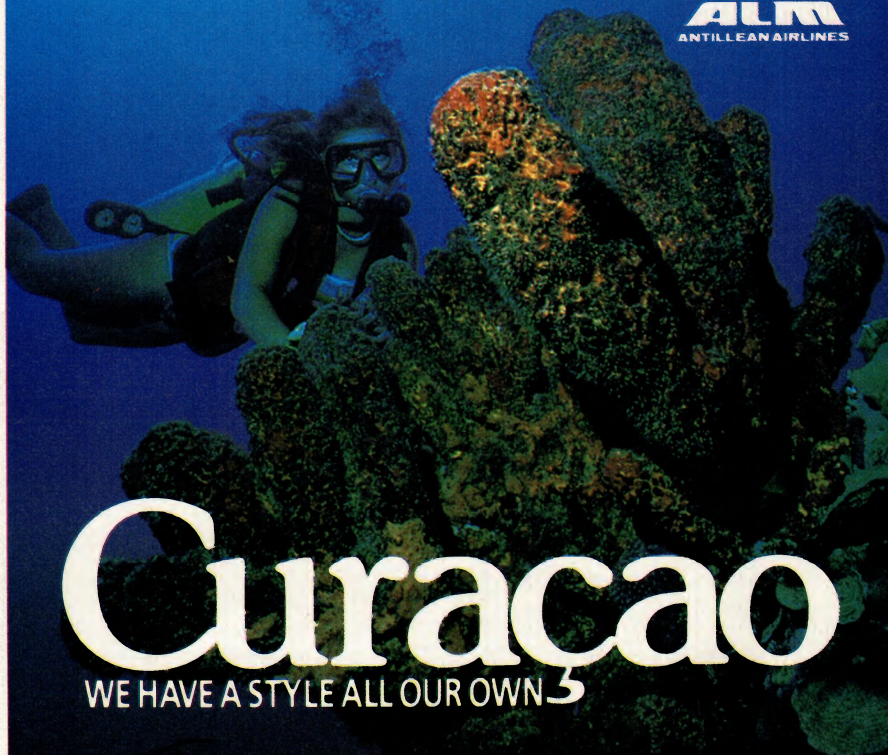
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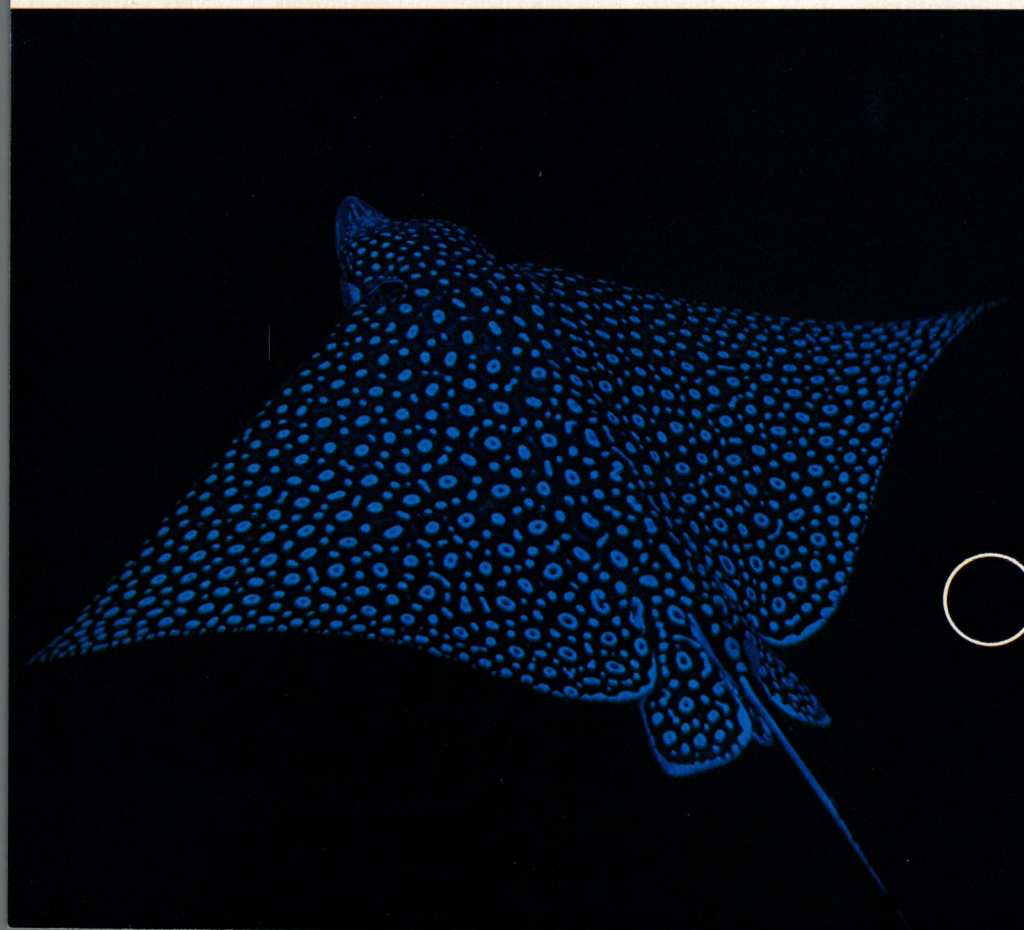
A knock at the door awoke me, "Amos, coffee and toast are ready and in 20 minutes we'll be diving," announced Bob and Jim. It was 6:00 am. In my drowsy state I threw open the door and yelled into the corridor, "The sun's not up yet, are you out of your mind?" The only reply was laughter. The aroma of freshly brewed coffee led me to the dining room where I joined Bob, Jim and Captain Winston McDermot. Winston began briefing

us on our dawn dive on Three Fathom Wall. Only 18 feet below our warm beds was one of the world's most dramatic wall dives.

Soon Bob, Jim and I were soaring above the spectacular wall. Curving into the depths, the wall is like a natural Leaning Tower of Pisa. The majesty of this dive reminded me of the famous reefs of the Red Sea, Coral Sea and the Philippines, but the flora and fauna here immediately brought me back to the Caribbean. The 200 foot plus visibility and cerulean blue, 80°F water was very magnetic. I followed Bill, who led us into a tunnel wide enough for each of us to float through freely. As we descended through the tunnel we passed large openings lined with vibrantly colored purple, red and yellow seafans. At 140 feet we came

upon a sandy patch that led us into the open sea. Here we compared our Edge readings and decided to begin our ascent. I stopped at 60 feet, positioning myself to photograph a seascape looking up through a foreground filled with bouquets of bright yellow and deep red sponges, framed by Bill's silhouette and the emerging sun. Suddenly, a shadow filled my viewfinder, I lowered my camera to behold eight eagle rays elegantly sailing by in perfect formation.

Nearing the top of the wall (at about 30 feet), I spotted many groupers, including tigers, blacks, reds and coneys, being attended by gobies at their cleaning stations. Honeycombed and scrolled cowfish, spotted drums, French, gray and queen angels were everywhere—all so tame, they filled the viewfinder of my



Little Cayman Diver

camera. At 20 feet, among the sculptured colonies of various corals, I peeked between some of the seafans to photograph hundreds of blue striped, white and Spanish grunts.

Holding onto the dive platform our excitement exploded; we were all talking at the same time, trying in one breath to share all the things that had delighted us. Terri, the divemaster, stood by. "Can I help you with your gear?" he asked. His firm and reliable hands gently transferred our cameras to the freshwater bath. He and Winston helped us slip off our tanks and immediately placed them in the rack (attached to the dive platform) and connected the high pressure air hoses. In four minutes the tanks were filled to 3,000 psi. Although the tanks were ready to go again, we happily looked forward to our breakfast. Terri suggested a freshwater shower—conveniently located on the dive platform—before going onboard. With a water maker capable of supplying us with 600 gallons per day of fresh water, we could always feel refreshed.

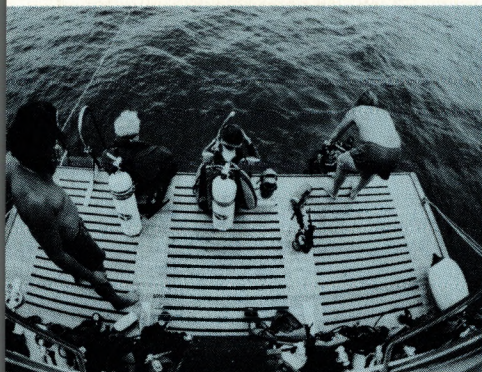
What else could possibly top a great dive and such personal service? A great cook! As we entered the dining room, the smell of freshly baked muffins, frying bacon and eggs cooked to order greeted our nostrils. We were in diver's heaven.

Yes, my friends, this is not some diver's wishful dream, this trip really happened. On the third Sunday in May I was in Miami International Airport waiting to board a Cayman Airways flight to Cay-

man Brac. Fourteen guests joined me there. They include from Mississippi, New York, Florida and Missouri. In the airport my attention was drawn to a collection. Some people were describing they anticipated experiencing at their live-aboard diving trip to Little Cayman. The listeners, on their way to Grand Cayman, were surprised that such an ideal dive trip was now available. For years they had wanted to visit Bloody Bay and Jackson Point but had not been able to find a trip to take them there. In response, one of the women going to Little Cayman explained La Mer's new program aboard the *Little Cayman Diver*. "Tonight we fly with you to Grand Cayman, but then we have a 15 minute continuing flight to Cayman Brac where we board our floating dive resort. Tomorrow we'll begin our adventure, diving around Little Cayman for the next six days."

Denise and Capt. Winston McDermot, the owners of the *Little Cayman Diver*, were at the Cayman Brac Airport to greet us and transport us to the distinguished, sparkling vessel. As we boarded, the dining room door opened and the most important crew member appeared. It was Dianne, the cook, inviting us in for a refreshing drink and assorted fresh fruit. It was a thoughtful gesture welcomed by everyone. We were now ready for the skipper to begin his orientation.

The McDermots have operated the Brac Aquatics Center at the Brac Reef



The 65 foot *Little Cayman Diver* makes a 90 minute trip from Cayman Brac to Little Cayman every Sunday. There, for the next six days, diver/guests explore fabulous underwater sites, featuring coral gardens, colorful reef tropicals and pelagic fish such as this spotted eagle ray. Diver conveniences include a huge 20 x 8 foot dive platform, which features built-in tank racks. Divers merely sit on the platform and the crew helps them on or off with their tanks.

Cayman's Newest Live-Aboard

TEXT AND PHOTOGRAPHY
BY AMOS NACHOUM

Beach Resort for 12 years, always planning and dreaming of the birth of the *Little Cayman Diver*. Eighteen months ago Winston began his life-long project with his friend and partner, Jimmy Holman from Tampa, Florida. Winston made his dream a reality, building his boat with his own hands, without compromise. The vessel is outstanding in the world of diving and yachting, properly built in weight and size to work around the fragile and delicate reefs of Little Cayman.

The brand new *Little Cayman Diver*

is a large encompassing the bow, the dining room and galley. Forward and to the right is the radio communication, satellite navigation and color fathometer. To the left is the icemaker, microwave, oven, stove and refrigerator. Across the room there is an extended light blue sofa and a long table used for meals and as a camera workbench. Continuing forward onto the bow there is 15 feet of space leading to a five foot bowsprit. This is a perfect area for enjoying sunrises and sunsets and watching dolphins playing alongside the bow.

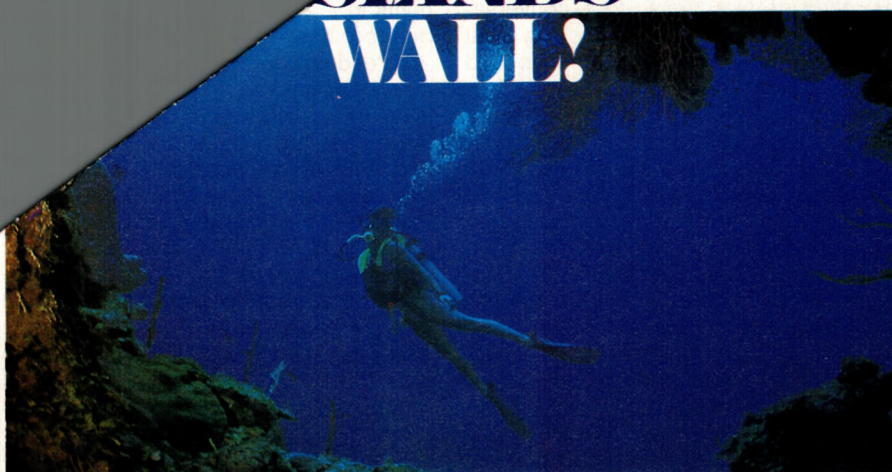
There are eight cabins on the *Little Cayman Diver*. All are below deck. Four are forward and four aft. All have port-holes, an upper single and a lower double bed, eight feet long. Each cabin is air-conditioned with individual controls, its own vanity with sink and a clothes hanging closet. There is a shower and head between each adjoining two cabins.

Little Cayman Diver travels from Cayman Brac to the best of Little Cayman's reefs every Sunday in 90 minutes. For six days and nights we were diving the fabulous walls, snorkeling, beachcombing, some of us making up to 32 dives. We explored the Gazebo with its tunnels and caves; Nancy's Teacup, well known for the hanging coral garden and dramatically twisted reef formations; and the majestic wall/reef of Three Fathom Wall, so rich with fish life. We also dived Jackson Point, Pirate's Point, Anchor Point—all amazing sites full of sparkling fish, seafans, uncountable species of sponge and much more. Since we had a full week to spend U/W, we stayed all day at each place, allowing the photographers and avid divers to quench their thirst on selected reefs. Between dives, if I did not find my friends in their air-conditioned cabins writing their memoirs, I could find them on the sundeck lounging on an air mattress and sipping a cold drink.

For a photographer, Little Cayman's diving is as much a challenge and inspi-

(Continued on Page 110)

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THE MOORINGS

(Continued from Page 74)

more traditional scenario includes the first night in the hotel to unwind and prepare for the next day's departure aboard a charter yacht. Once aboard the charter vessel, diving services can include providing tanks and rental scuba equipment or permitting members of the charter group to rendezvous with the dive boat. This latter option takes advantage of the superior knowledge of the best diving sites possessed by the Underwater Safaris staff, as well as the convenience factors built into their custom dive boats.

Mako is a 42 foot Thomas deep-V dive boat equipped with an 8-71 Detroit diesel, walk-through transom, dive platform with extended ladder, tank racks and even a camera boom designed by the boat's former owner, cinematographer Jordan Klein. The *Rendezvous II* is a 30 foot Island Hopper similarly equipped for diver comfort. Both boats have marine heads, VHF radio and depth sounder and freshwater showers. Towels and soft drinks are placed onboard daily at no extra charge. All crewmembers are dive instructors and expected to provide a high level of service to their guests.

With these two vessels, sail charter boats may be met virtually anywhere throughout the BVI, although the more normal range includes Norman, Salt, Ginger, Peter, Deadchest and Cooper Islands. Dives are scheduled for two tanks in the morning, one tank in the afternoon and night dives. By arranging to dive with Underwater Safaris the charter guest is assured access to the best of the available diving in the BVI and should there be a mix of divers and nondivers aboard the charter boat, the nondiving sailors can cruise onto the next anchorage and Underwater Safaris will return the diving contingent to the new location. Owned and operated by Bob and Gail Stafford, Underwater Safaris is a safe, professional operation tailored to the unique demands of the Moorings dive and sail charter programs.

During our most recent BVI excursion, we chartered one of the 51 foot Bénéteaus and found it to be impeccably maintained, luxuriously appointed, comfortable and convenient for diver access with its ingenious walk-through transom and dive ladder. We know very little about sailing and consequently opted for the crewed charter. Provisioning may be arranged via two options: the Sail-Away Gourmet or self-catered. The Sail-Away Gourmet is a pre-selected menu designed to be the most economical way to provision and permits a few dinners ashore at some of the fine restaurants throughout the islands. For those with more specific needs, the charters can be

provisioned according to personal taste from the Gourmet Galley at the Tortola marina base, or from one of the several grocery stores in Tortola. For our tastes, the Sail-Away Gourmet was a satisfyingly delicious option. The weather was gorgeous, the scenery often breathtaking, the diving and diving services exemplary and, in fact, the entire vacation ambience very special. For further information or reservations please contact the Moorings Ltd., 1305 U.S. 19 South, Suite 402, Clearwater, Florida 33546; telephone (800) 535-7289 or in Florida (813) 535-1446. ✕

GUADALCANAL

(Continued from Page 81)

minute ride by dive boat. This is one of the few non-WW II wrecks, it sank in 1980. The ship is completely intact, sitting upright on the side of a steep slope.

In addition to the wrecks described, there are dozens of landing barges, jeeps, tanks and other wreckage lying just off the beach on coastline between Lungi and Tassafaronga Points.

ISLAND SIGHTSEEING

The above water sightseeing opportunities on Guadalcanal are a fascinating supplement to the wreck dives. There is still much evidence of World War II.

Out toward Tassafaronga Point there is

a jungle war museum, complete with Japanese howitzers, aircraft, infantry helmets and so on. All along the coast, aircraft and tanks are still visible in the jungle off the main highway. There are even large shell holes in the coconut palm trees, bearing mute evidence of fierce battles.

There are a number of war memorial plaques on government buildings, the air-

INFORMATION

For more information and brochures, you can contact the following:

Island Dive Services

P.O. Box 414
Honiara, Solomon Islands
Phone: Solomon Islands 2-2103

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6151 West Century Blvd., Suite 524
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San Francisco, CA 94133
(415) 434-3400

port, etc. A huge marble memorial built by the Japanese is on top of Mount Austen, the site of a terribly bloody battle.

GETTING THERE

Getting to Guadalcanal is not the easiest trip in the world but it is worth the effort. The first step is to fly to Fiji and both Continental Airlines and Qantas offer excellent service from Los Angeles.

From Fiji you take Air Pacific nonstop to Guadalcanal. This is a three hour flight aboard a modern 737 jet. If you plan to combine Guadalcanal with a visit to Australia, Air Pacific operates a nonstop flight from Brisbane to Guadalcanal.

There are also connecting flights from several other islands to Guadalcanal. These include Papua New Guinea (Air Niugini), Vanuatu (Air Pacific), Auckland (Air Nauru), and Nauru. ✕

C.I. UPS PHOTO COMPETITION

The Channel Islands Underwater Photographic Society is sponsoring its first annual California Photographic Competition. Entrants from the United States are invited to compete with prints and slides in open and novice divisions. Prints and slides must have been exposed in California. The deadline for entries is February 17. Further details and competition rules can be obtained by writing to the competition chairman, Jim Perry, Channel Islands U/W Photographic Society, P.O. Box 6901, Oxnard, CA 93031. ✕



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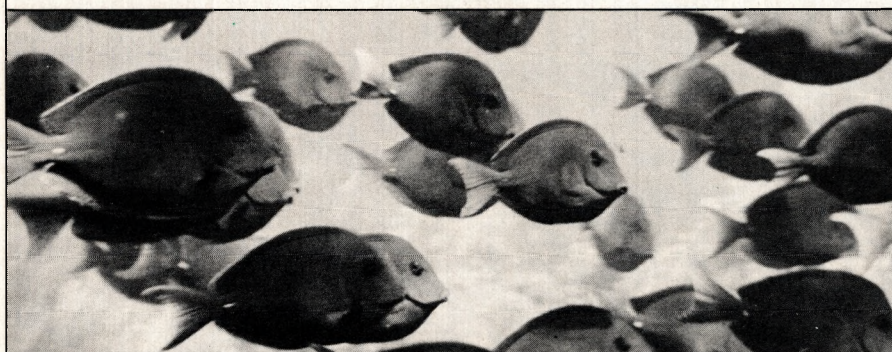


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Hydrospace Dive Shop specializes in personalized service for groups and individuals. For more information contact Hydrospace, 3605-A Thomas Drive, Panama City, Florida 32407; (904) 234-9463.

PHOTO SAFARIS

Dave and Gay Woodward are offering special Photo Safaris during 1987. These live-aboard trips include all boat and diving costs (except drinks); use of tank, backpack and weightbelt; E-6 film processing (one roll per day, first three days); Photo Safari T-shirt; 20 duplicate slides from the trip library; and informal diving and photo workshops.

The three trips are to: Cayman Brac, aboard the *Little Cayman Diver*, May 10 (six days of diving); Nassau, aboard the *R/V Sea Dragon*, July 9 (nine days of diving); and George Town, Exuma, aboard the *R/V Sea Dragon*, July 21 (11 days of diving). For information contact Dave and Gay Woodward, P.O. Box 772409, Steamboat Springs, CO 80477; (303) 879-4867.

SUNSET DIVERS VIDEO

Sunset Divers of Grand Cayman now offers personalized videos of your favorite Cayman dives. These include aerial photography, the East End Wreck, the *Oro Verde* wreck, your dive and a submarine ride with music and narration. Custom videos for dive shops and travel agencies are also available.

The program is headed by Ron Levanas. Advance reservations are helpful. For information contact Ronald Levanas, Sunset Divers, P.O. Box 479, Grand Cayman, BWI.

REEF HOUSE CORRECTION

An October SDM advertisement listed an incorrect U.S. mailing address for The Reef House Resort on Roatan. The correct address and telephone are: The Reef House Resort, P.O. Box 640399, Kenner, Louisiana 70064; telephone (800) 341-1950 ext. 73.

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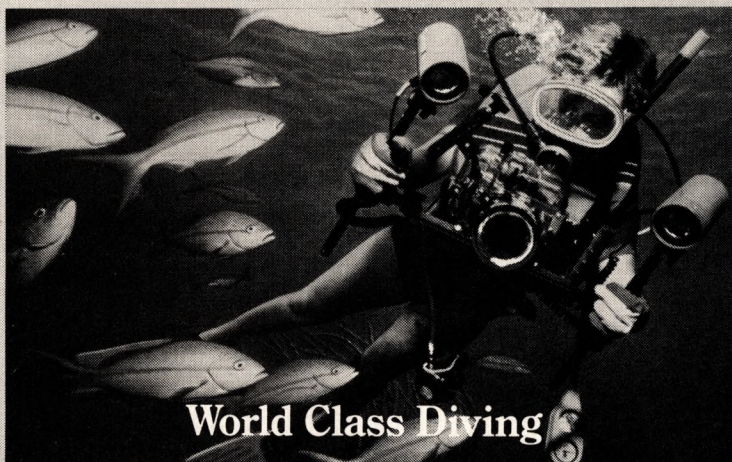
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WOLF EEL

(Continued from Page 77)

together not only at their base but also along their entire lateral surface. This permits the molars to function essentially as a single tooth rather than as individuals. This also strengthens the teeth and prevents fragments of shells from wedging among them. The molars are useless against soft bodied prey that must be torn apart rather than crushed. The conical



A wolf eel thrashes in a cloud of debris as it chews up a sea urchin. The animal's unique tooth structure and digestive system enable it to feed on such "delicacies."

teeth permit the wolffish to tear soft prey, such as starfish, into pieces. Wolffish crush the shells of their prey, but do not grind them. Fragments of shells of mollusks, sea urchins and crustaceans found in the intestines are usually very large.

Wolffish differ from the majority of other bony fish in that the teeth of the wolffish are replaced regularly and almost simultaneously. Simultaneous replacement of all teeth rather than intermittent replacement of individual teeth is necessary: With a diet of hard shelled prey, these teeth experience greater pressure on the roots and therefore the danger of injury to new teeth would be greater if they were replaced irregularly. After old teeth drop out, new teeth begin to grow rapidly. During the six to seven week period of tooth replacement, the wolffish lives only on light foods, such as small fish and shrimp, until the new teeth become strong enough to permit the wolffish to again feed on hard shelled prey. The new teeth are initially pink, but gradually lose this coloration and become yellowish.

One can't help but wonder how the wolffish can continually dine on such "delicacies" as sharp spined sea urchins and not have terminal indigestion. However, the digestive system of the wolffish, like its teeth, is highly specialized and protects the animal from injury. The digestive system contains cells that secrete

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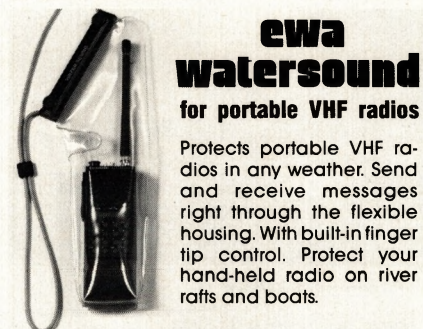


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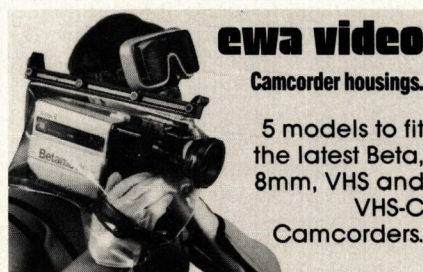
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large amounts of mucus, thereby protecting the inner lining of the intestine. The digestive system also contains glands that secrete hydrochloric acid into the stomach, thereby dissolving, at least partially, the shells of devoured prey. The stomach has such an incredible stretching capacity that the contents can weigh up to 20 percent of the wolffish's entire weight.

The wolffish spawns during winter months and its white eggs are among the largest fish eggs in the world, reaching 4-5mm (3/16 inch) in diameter. The eggs are usually deposited in rocky caves or crevices and are guarded by both the male and female until they hatch. Juvenile wolffish are more streamlined than the adults and unlike the primarily gray and brown coloration of the parents, young wolffish have exquisite orange, gold and black markings.

I made my first acquaintance with an adult Pacific wolf eel while exploring rock ledges at a depth of 60 feet in the Strait of Juan de Fuca—the waterway connecting Puget Sound with the Pacific Ocean. At that depth the strait is dark, but sufficient light penetrates to render dive lights unnecessary. Just barely within the limits of visibility I could discern the lair of some unknown creature made obvious by the broken clam and crab shells littered about. My first thought was that I had discovered the home of a large octopus common in these waters. When I peered into the lair, however, I came face to face with a very large adult male wolf eel, complete with a full set of dentures. He backed farther into his lair. I then placed a red sea urchin at the entrance. After a few minutes the wolf eel reappeared and immediately took a bite of the urchin, spines and all. I spent the rest of the dive photographing this incredible animal.

Several years later I returned to the site and to my surprise the lair was again occupied by a large male wolf eel. Could this possibly be the same fish? I offered a red urchin as I had done years earlier, but this time I decided to attempt to hand-feed the animal. The wolf eel approached slowly and finally took the offering from my hand. It was at this point that I became convinced I could safely touch the wolf eel with little danger of being bitten, provided I approached slowly. I gradually moved forward with an outstretched arm and began to stroke the creature on the top and side of its head and, later, under its chin. The wolf eel made no aggressive moves. Was this docile behavior typical of all wolf eels or had I encountered a particularly friendly, nonaggressive or sick animal? I could not be certain. In my opinion, however, the wolffish, like the octopus and the moray eel, has acquired an undeserved reputation as a dangerous and repulsive denizen of the deep. In fact, the wolffish is a shy and fascinating inhabitant of the northern oceans, especially adapted to its environment and deserving of man's benign curiosity, not man's disdain. >



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SKIN DIVER DECEMBER 1986 93

Diving News From Down Under

Australia's Amazing Cod Hole

TEXT AND PHOTOGRAPHY BY GERI MURPHY

Australian divers call it a potato cod, Americans would describe it as a giant grouper. The scientific name is *Epinephelus tukula*. This marvelous fish is a fairly rare creature, seldom mentioned in marine books and basically shy.

If you ever encounter one, the potato cod is very easy to identify. First, it is enormous, weighing 75 to 250 pounds and measuring three to five feet in length. Despite its large size, it glides through the water like a submerged dirigible. The skin of the potato cod is grayish white with

phenomenon known only to exist at a small, obscure location on the northern end of the Great Barrier Reef. This spot is at the top end of the Ribbons Reefs, 130 miles north of Cairns. It is here at Cormorant Pass, at a depth of 50 feet, that a miracle has occurred. A family of some 17 potato cod inhabits the reef and has befriended visiting divers. As friendly as puppy dogs, these impressive creatures happily greet descending scuba divers and line up for a fish feeding session.

The lead diver usually swims casually down to a high coral head, seating himself on top for a clear view of the reef. Visibility ranges from 50 to 100 feet and one can see large dark shadows beginning to congregate immediately. The lead diver brings with him a two gallon metal bucket filled with large chunks of fish bait. The first offering is like the sound of a dinner bell and the big fish begin to close in.



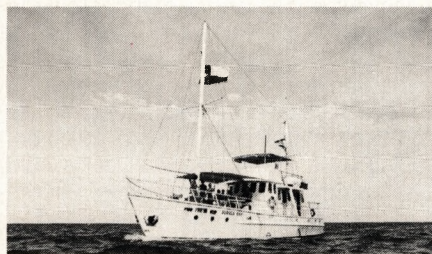
Reef Explorer

large uneven splotches of black. The head of this great fish possesses the classic grouper profile.

The habitat of the potato cod ranges from the South Pacific to the Indian Ocean. These fish seem to favor coral barrier reefs, drop-offs and coral passes. A chance encounter with one of these magnificent creatures would be thrill enough but on Australia's Great Barrier Reef you can meet an entire family!

The Cod Hole is a one-of-a-kind phe-

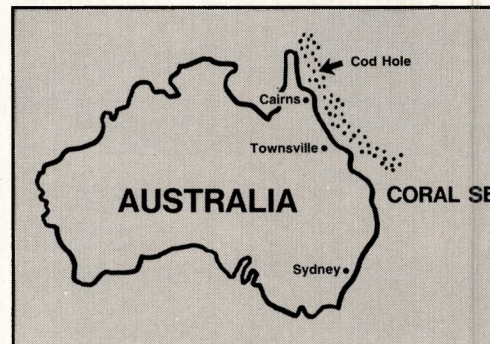
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Auriga Bay

The offering is accepted and fist sized chunks of fish are gulped down like popcorn. A hefty 140 pound cod will level off directly in front of the fish feeder and stare into his facemask just six inches away. It will hang there like the Goodyear blimp while waiting for another handout.

Despite their mammoth size, these creatures are amazingly graceful. They circle around the fish feeder in tight turns, roll over on their sides and sometimes stand on their heads in an effort to attract the feeder's attention. They have extremely gentle dispositions and very patiently wait for the diver to dole out portions of the food. Occasionally the big fish will playfully nudge and push each other and compete for the food, but there is never any fighting among them.



The Cod Hole is in the Great Barrier Reef, at the top of the Ribbons Reefs, 130 miles north of Cairns, near Cormorant Pass.



Lizard Island's Volare

The Cod Hole was first discovered by Ron and Valerie Taylor in the summer of 1973. It was an accidental encounter but the Taylors immediately recognized the significance of their discovery, as they had previously encountered a family of potato cod off the island of Europea in the Indian Ocean.

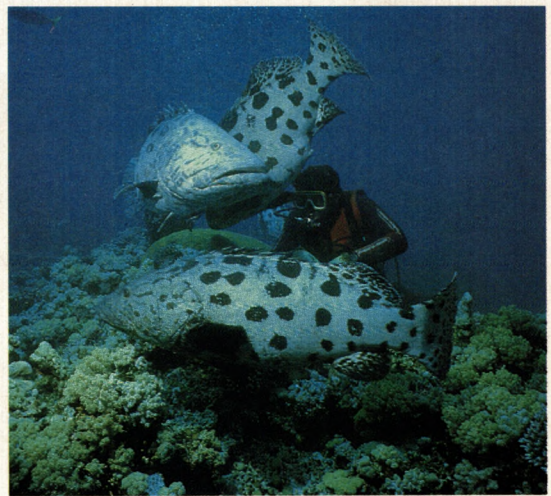
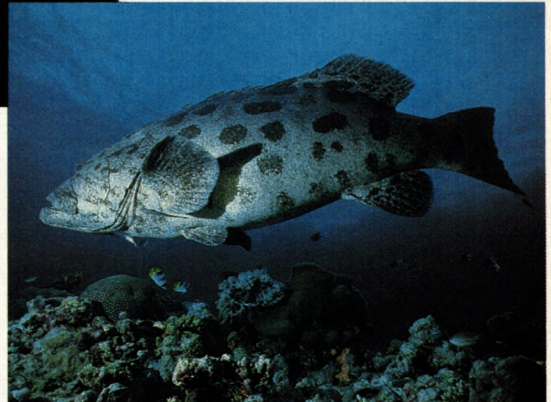
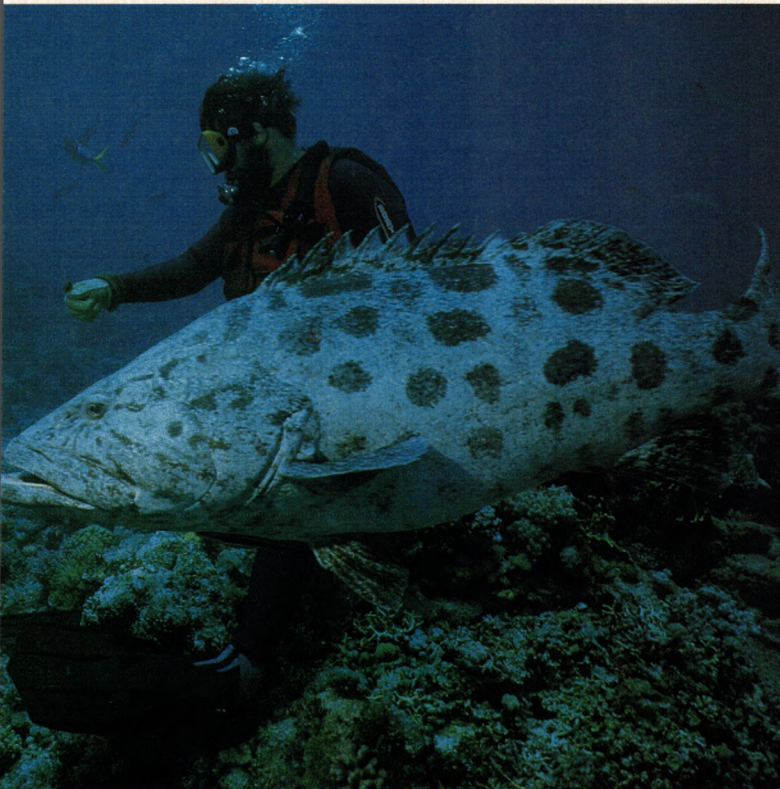
The location of the Cod Hole was kept secret for many years for fear these friendly fish would be destroyed by line and spear fishermen. Eventually, the Cod Hole was discovered by other divers and fishermen and by the early 1980s these marvelous creatures were in jeopardy of being completely wiped out. A few of the great fish had already been caught by line or speared.

The Taylors were diligent in their efforts to convince the government to protect these vulnerable creatures. Finally, the Great Barrier Reef Marine Park Authority proclaimed Cormorant Pass a National

(Continued on Page 104)



The Cod Hole, in the Ribbons Reefs, is one of the most incredible dive sites in the entire Great Barrier Reef. Here, huge groupers (called potato cod by Australians) have become accustomed to handfeeding by divers. Weighing up to 160 pounds, these fish are so gentle they can be hugged and petted. Often, several of these giants will congregate with divers, hamming it up and making fantastic photo subjects. The Queensland government has declared the Cod Hole a marine park, thus protecting these magnificent creatures.



Lahaina Divers



Some resort destinations offer great diving vacations. Others offer great all-around vacations. Maui offers both. And, for divers who are looking for personal attention and service, Lahaina Divers provides the best Maui has to offer.

Maui's Central Pacific location is easy to get to from most of the United States and Canada. Several airlines offer direct flights to Honolulu from cities such as Anchorage, Vancouver, Seattle, San Francisco, Los Angeles, Chicago and Dallas. From there it is just a short hop to Maui on any one of three local Hawaiian airlines. In addition, United offers daily non-stop service to Maui from Los Angeles.

Visitors to Maui can enjoy great shopping, tennis, golf, virtually every water sport imaginable and several unique activities, such as watching the sunrise over the moon-like crater of Haleakala volcano or riding a bike down its 10,000 foot high slopes. For divers, however, Maui's greatest attraction lies beneath the surface of the surrounding waters.

Hawaiian waters are exceptionally clear. Visibility in excess of 100 feet is common, as are soft and hard corals and colorful tropical fish. Added to this are the unique formations that occur when molten lava cascades into the much cooler ocean. The formations include conduit-like tubes and cathedral-like domes.

The west side of Maui features several shallow, inshore reefs. The best diving, however, can be found on the neighboring islands of Molokai and Lanai and at the crater of the nearly-submerged volcano, Molokini. Visiting these islands in comfort—and in a reasonable amount of time—requires the use of fast, modern dive boats. This is why thousands of visiting divers each year choose to dive with Lahaina Divers.

Lahaina Divers' star attractions are its two boats, the 43 foot *Reliant* and the 31 foot *Nomad*. Both were specially built for diving in Hawaiian waters and both are regarded as the fastest boats currently



Lahaina Divers' *Reliant* can reach the best dive sites in less than an hour. U/W activities may include an octopus encounter. The shop is on Front Street in Lahaina.



photos/Marvin Wolpa

available to divers seeking to visit Maui's neighboring isles.

The *Reliant* was built to carry 25 passengers, but for the increased comfort of its guests, Lahaina Divers limits each trip to 16 people. Passengers sit in comfortable padded seats, under which they will find plenty of space for equipment storage. There is plenty of space to sit either inside in the shade or out in the sun on

Express Service To Maui's Finest Diving

BY HARRY AVERILL

the bow or the stern. Photo equipment can rest safely inside on a specially padded camera table. Because they are photo buffs themselves, the crew members are particularly sensitive to the needs of underwater photographers.

Diving from the *Reliant* is exceptionally convenient. The crew helps each diver with equipment assembly and suiting up. Entries and exits are easy through the eight foot wide swim door and dive platform. At the end of each dive, crew members help divers out of the water and their equipment. There is a freshwater rinse barrel available for equipment and a freshwater shower and head for divers.

The *Nomad* is similar to the *Reliant* in almost every respect. In keeping with her smaller size, she can take up to ten divers with the same degree of comfort as her larger sister.

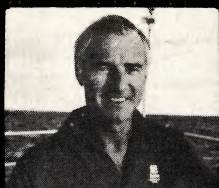
The boats make two tank inter-island dives each morning and two tank local dives each afternoon. Inter-island and local snorkeling trips are available for interested nondivers.

The most popular destination for morning inter-island dives is Molokini crater. Off the southern tip of Maui, it is still only an hour away, thanks to the boats' 20 knot cruising speed. Along the way, the boats cross the deep water channel that separates the islands. From December through April, this is used by migrating humpback whales. It is not unusual to see these magnificent creatures during channel crossings or to hear their beautiful songs underwater.

Like most of the volcanoes that formed its neighboring islands, Molokini was once active. Today, only a crescent shaped portion of its tip remains above water. Inside the crater, divers can find shallow reefs and an abundance of colorful fish and other aquatic life. Outside the crater are steep drop-offs and much larger underwater creatures. Depending on the conditions and experience level of their guests, the crew is happy to visit and dive either portion of the crater.

When conditions are not optimal for visiting Molokini, or when guests express a desire to experience something different, the boats will head for a different island—usually the south coast of Lanai. This portion of Lanai features spectacular lava formations, such as the house-sized domes of the first and second Cathe-

(Continued on Page 100)



CARL ROESSLER REPORTS FOR SEE & SEA TRAVEL

President, See & Sea Travel Service, Inc.
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BAJA ABOARD ELIAS MANN

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During your week you'll dive Las Animas and San Diego Reef, photographing everything from manta rays and schools of barracuda to endemic species such as the Cortez Angelfish. You'll have shallow reefs that offer superb close-up photography and night dives, and steep, plunging walls where huge gorgonians soften angular volcanic rock while bigger animals cruise by.

Of course, the grande finale of any Baja dive cruise is to anchor at the famed seamounts in hopes of filming the manta rays and hammerhead sharks that seem to reside there. On my last trip to the seamounts our divers were able to film hammerheads on every dive they made.

Elias Mann is fifty feet in length, with two comfortable double cabins. She is completely equipped for filling tanks and charging strobes, so that the most avid photographers will find their needs satisfied.

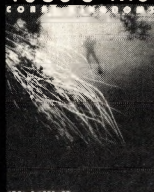
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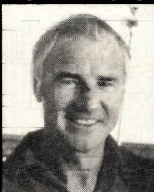
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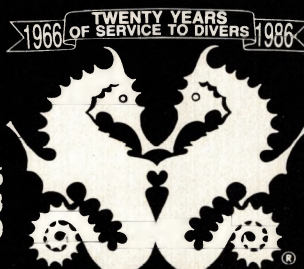


Roessler's twenty years of world travel, divers say it is the most valuable book for travelling divers ever written. \$35.00 in bookstores; or send \$35.00 plus \$2.50 postage and handling to: Sea Images, 50 Francisco St., Suite 205, San Francisco, CA 94133

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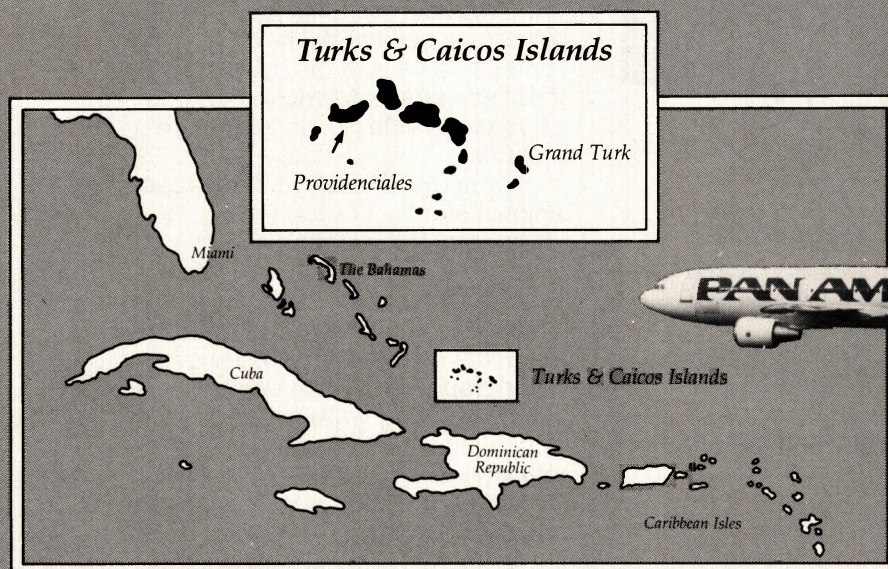
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A world of virgin reefs, brilliant marine life, Mantas, Eagle Rays and fabulous dropoffs... the last unspoiled diving in the Caribbean.



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The Best Diving in the Caribbean is on Grand Turk, and the Best Diving on Grand Turk is with Mike Spillar

Mike Spillar, the most experienced dive operator on Grand Turk, proudly announces his brand new dive operation. Stocked with all brand new, state-of-the-art gear, it's the best of everything—Mike's expertise, Grand Turk's great reef and marine life and your choice of hotel packages.

**If you're looking for the best—Dive Grand Turk.
 Dive with Mike Spillar.**

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PREMIERE: SEA DANCER *The Newest Live-Aboard in the Caribbean makes its Debut!*

Now, for the first time, enjoy your own private cabin aboard this luxurious 110 Ft. Live-Aboard, and DIVE Grand Turk, Provo, and the "secret" sites of North, West, and South Caicos.

Your host is Peter Hughes Diving.

His systems of excellence that have made Flamingo Beach Hotel and the

Tiara Beach two of the most successful dive resorts in the world is now available on this luxurious floating hotel.

**ONE WEEK DIVE
 PACKAGE PRICE: \$995.00**

*Special Pre-Opening One Week
 Dive Package Price: \$695.00*

FOR MORE INFORMATION CALL: 1-800-367-DIVI

CAICOS

Columbus House



BEST BET! BEST RATES! Divers visit and return.

COLUMBUS HOUSE (Ocean View Hotel)
200' from the beach, color cable t.v.,
excellent food, bar, patio disco and bar-b-que.

3 Nights/4 Dive Pkg. \$175.00 pp, dbl. occ.
6 Nights/10 Dive Pkg. \$340.00 pp, dbl. occ.

Dive Package Includes:
1 night dive, unlimited beach diving,
tank, wt. belt, and boat ride.

For Bookings: COLUMBUS HOUSE
P.O. Box 97 • Grand Turk • Turks & Caicos Islands, BWI • 809-946-2517

Erebus & Provo Turtle Divers



Overlooking Turtle Cove Bay next to Provo Turtle Divers.
French restaurant and unique lounge atop a romantic hillside.
Recompression chamber available.

3 Night/4 Dive Pkg. 2/2 Tank Dives \$270.00 pp, dbl. occ.
7 Night/10 Dive Pkg. 5/2 Tank Dives \$562.00 pp, dbl. occ.

Diving Packages Include: room, breakfast, diving tank, wt. belt, BP, boat ride included, rental equipment also available.



Provo Turtle Divers, Ltd. A full service sanctioned PADI training facility.

For Bookings: EREBUS HOTEL • P.O. Box 8577
Ft. Lauderdale, FL 33310-8577
809-946-4240 • Telex (02968) 8436 Erebus TQ
PROVO TURTLE DIVERS • 809-946-4232

Hotel Kittina & Omega Diving

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Diving at your doorstep!
Luxurious rooms on the beach only steps away from your boat pick up. Restaurant, bar, pool, complete watersports.

SUPERIOR COURTYARD
3 Night/4 Dive Pkg. 2/2 Tank Dives \$207.00 pp, dbl. occ.
7 Night/10 Dive Pkg. 5/2 Tank Dives, 1 Night Dive \$520.00 pp, dbl. occ.

DELUXE BEACHFRONT ROOMS
3 Night/4 Dive Pkg. 2/2 Tank Dives \$259.00 pp, dbl. occ.
7 Night/10 Dive Pkg. 5/2 Tank Dives, 1 Night Dive \$642.00 pp, dbl. occ.

PACKAGE INCLUDES: room, transfers, gov't tax, gratuity, welcome drink, managers cocktail party, unlimited beach diving, tank, wt. belt, boat ride and guide.

Diving is provided by: Omega Diving of Grand Turk
For Bookings: THE TURKS & CAICOS RESERVATION CENTER
4197 Braganza Ave. • Coconut Grove, FL 33133 • 305-667-0966
HOTEL KITTIMA • Grand Turk Island • Turks & Caicos, BWI
809-946-2232 800-843-7544

Island Princess & Provo Turtle Divers

Discover The Island Princess... Before The Rest Of The World Does!

ISLAND PRINCESS

Tropical 80 room hotel located **DIRECTLY ON THE BEACH.**
Excellent restaurant and bar... complete watersports activities.

DIVE PACKAGES PER PERSON

	Single	Double	Triple	Quad
3 Night/4 Dive Pkg.				
2/2 Tank Dives	\$408.00	\$353.00	\$332.00	\$318.00
7 Night/12 Dive Pkg.				
6/2 Tank Dives	\$899.00	\$760.00	\$615.00	\$694.00

DIVE PACKAGES INCLUDE: Airport transfers to/from resort • hotel—all meals • bed tax-gratuities • welcome drink & orientation • maid service • diving includes: tank, air BP, weight, guide.



Provo Turtle Divers, Ltd. A full service sanctioned PADI training facility.

For Reservations: ISLAND PRINCESS • Box 52-6002 • Miami, FL
Turks & Caicos Phone: 809-946-4260 • Telex: 8432 PRINCES T.Q.
PROVO TURTLE DIVER: 809-946-4232

Pillory Beach & Condominiums

Overlooking the Caribbean Sea!

- 16 Room Hotel.
- 8—2 Bedroom Condos.
- Luxuriously furnished with all the modern conveniences.

FOR DIVE PACKAGE INFORMATION CALL:

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PILLORY BEACH & CONDOMINIUMS
Box 2
Grand Turk, Turks Islands

Salt Raker Inn & Blue Water Divers



SALT RAKER INN

DIVE THE SPECTACULAR GRAND TURK WALL

from your doorstep at the Salt Raker Inn.

5 nights/8 dives-sgl-\$360pp, dbl-\$335pp, trpl-\$310pp
7 nights/12 dives-sgl-\$496pp, dbl-\$461pp, trpl-\$426pp

The Salt Raker Inn is the perfect combination of luxury and casual island comfort, all set in a lush tropical garden directly on the beach. Blue Water Divers offers personalized service in small groups of 10 or less. We put the "Sport" back in diving!! Package includes: tanks, backpack, wt. belt, boat ride, guide service, and welcome cocktail.

For Bookings: 809-946-2260 SALT RAKER INN
809-946-2432 BLUE WATER DIVERS
P.O. Box 124, Grand Turk, Turks & Caicos, BWI



Treasure Beach Villas & Provo Turtle Divers

Treasure Beach Villas

... More than just a room!

Complete rental condos with full service kitchen, fully furnished one and two bedroom apartments. A complete holiday retreat with pool, tennis courts and miles of unspoiled white sand beach.

DIVING PACKAGES

3 Night/4 Dive Pkg. \$340.00 pp, dbl. occ.
2/2 Tank Dives
7 Night/10 Dive Pkg. \$670.00 pp, dbl. occ.
5/2 Tank Dives

DIVE PACKAGES INCLUDE: tank, wt. belt, BP, boat ride, rental equipment also available.

Provo Turtle Divers, Ltd. A full service sanctioned PADI training facility.

For Bookings: TREASURE BEACH VILLAS • P.O. Box 8409
Hialeah, FL 33012 • 809-946-4211 • Alleveia
PROVO TURTLE DIVERS • 809-946-4232



Turks Head Inn & Blue Water Divers



**MAKE YOUR UNDERWATER ADVENTURE
COMPLETE AT TURKS HEAD INN
AND OUR BLUE WATER**

DIVE THE WALL

5 Nights, 8 Dives \$285.00 single
\$247.50 pp, dbl. occ.
7 Nights, 12 Dives \$391.00 single
\$338.50 pp, dbl. occ.

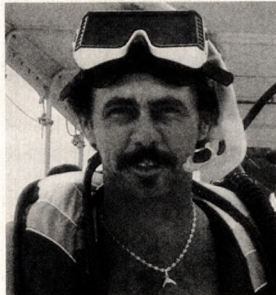
Turks Head Inn is a quaint 12 room inn featuring the oldest pub on the island. Package includes: tank, wt. belt, backpack, boat ride, guide service and welcome cocktail. Rental gear available. Blue Water Divers offers personalized service in small groups of 10 or less. We put the "Sport" back in diving!

For Bookings:
809-946-2466 • Telex 8237 • Turks Head Inn • P.O. Box 58
809-946-2432 • Blue Water Divers
P.O. Box 124, Grand Turk, Turks & Caicos Islands, BWI





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Let the Natives take you on a Dive.

No one knows the waters around Grand Cayman better than Treasure Island Divers. With 45 total years experience diving the reefs around the island, Cayman's leading Divemasters can show you the world where they grew up.

Take advantage of these special personalized dive packages:

Treasure Island Resort Hotel—Double occupancy

3 nights **\$205***

4 nights **\$285***

7 nights **\$515***

Treasure Island Resort Condominiums—4 person occupancy

3 nights **\$145***

4 nights **\$205***

7 nights **\$385***

For more information call:

Treasure Island
DIVERS

Grand Cayman, BWI

1-800-874-0027

Toll Free

*Per person including accommodations and boat dives, depending on availability.

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LAHAINA DIVERS

(Continued from Page 96)

drals. At most dive sites, the crew allows divers to either accompany the divemaster or pair off with an experienced buddy.

Most inter-island trips return to Lahaina by 12:30 pm, allowing divers to take part in one of the two tank local dives that go out each afternoon. These trips take divers to the close-in, shallow reefs near Lahaina and provide a good opportunity for nondivers to take part in snorkeling or an introductory scuba course.

All trips originate from Lahaina Divers' main location on Front Street. This is the old whaling town's main boulevard and is just a one minute walk from the wharf. However, there is no need to carry equipment to and from the boat; Lahaina Divers takes care of this for you and will even provide you with a ride should you prefer not to walk.

Lahaina Divers is a full-service dive store and a PADI Five Star Training Facility, with its own 30 cfm Rix compressor and on-site repair facility. A staff of ten PADI instructors, two of whom are master instructors, offers a complete range of courses—including open water training dives for divers who need to complete certification requirements—and a number of specialty diver courses.

Divers will find a wide selection of equipment available for sale or rent at Lahaina Divers. Tanks and weights are provided for all boat dives at no additional cost. A modest rental fee will provide divers with Scubapro Stabilizing Jackets equipped with AIR II octopus/inflators and regulators with pressure/depth consoles. Divers can also rent wetsuit jackets or shorts for summertime diving or lightweight farmer john wetsuits for greater comfort during the winter months.

One of Maui's attractions is the wide range of accommodations available. Divers can choose from luxury high-rise hotels to inexpensive condominiums. Lahaina Divers is happy to recommend accommodations of any type.

Divers may be particularly interested in the diving packages that Lahaina Divers books through the Maui Islander. These include accommodations, use of a rental car and several two tank inter-island dives. The Maui Islander is just a few blocks from both Front Street and the wharf. Kitchenette units are available or divers can choose dining that ranges from all the fast food chains to fine restaurants offering almost any cuisine.

A rental car is highly recommended for all Maui visitors. Even though there is excellent public transportation available throughout the Lahaina/Kaanapali area, having a rental car at one's disposal allows visits to points of interest such as the Iroquois Needle, Haleakala crater and the

Best Kept Secret In Florida DIVER'S DREAM VACATION IS HERE THANKS TO The Colonnades Beach Hotel & Frank's Dive Shop

The Colonnades Beach Hotel—Located on 16 acres of tropical landscaping with 1500 ft. of white, sandy beach. Three excellent restaurants with nightly entertainment. Other features include beach front bar, clay tennis courts, golf (special rates with PGA), spa, 2 fresh water swimming pools and only 18 mins. from PBI Airport.

Frank's Dive Shop—The oldest dive shop in the Palm Beaches and the innovators of drift diving. Three dive boats with professional captains and crew. Divemasters and guides on all boats.

Diving—The crystal clear and warm waters of the gulf stream sweep closer to shore here than anywhere else in Fla. Over 60 dive sights with numerous wrecks & reefs.

\$259 pp/dbl.
6 days/5 nights

Package includes: • Hotel accommodations (taxes incl.) • Welcome cocktail • 12 tank dives, weights/tanks/air—Sun.-Fri. (late chk. out) • Group rates available

\$135 pp/dbl.
3 days/2 nights

Package includes: • Hotel accommodations (taxes incl.) • Welcome cocktail • 7 tank dives, weights/tanks/air • Weekdays only

**INQUIRE ABOUT SPECIAL AIR FARE W/PACKAGE
CALL FRANK'S DIVE SHOP**

1-800-848-7632 • (In FL 305-848-7632)

301 E. Blue Heron Blvd., Riviera Beach, FL 33404

Colonnades Beach Hotel, 101 Ocean Ave.

Palm Beach Shores, FL 33404; 1-800-327-7661

Hana Coast. Rental car rates in Hawaii are among the lowest in the world.

Because there is so much more to do on Maui than just dive, divers should plan on asking Lahaina Divers about some of the many exciting nondiving activities available on Maui. One of the more popular of these is an early morning bike ride down Haleakala. The operations that provide this service typically pick visitors up at their hotel or condo, take them to the top of Haleakala in time to catch the sunrise, then give them a specially modified bike, warm clothing and a radio-equipped helmet. From here it is a 30 mile ride—all downhill. There is a stop along the way for a gourmet breakfast and participants end up at a beach on the island's north end.

A trip to Maui offers an exciting all around vacation combined with exceptional diving. It is an enjoyable experience for everyone from the most hardcore diver to accompanying nondivers. And, thanks to competitive air fares and its proximity to the West Coast, it is surprisingly affordable.

For more information on how to plan your Maui vacation, call Lahaina Divers toll free by dialing (800) 367-8047, extension 102. You will talk to either the owner, Blaine Roberts, the manager, Marvin Wolpa, or one of the many other helpful Lahaina Divers staff members. Blaine, Marvin and all of their licensed captains each have as much as 15 years' experience guiding divers in the waters surrounding Maui. They will be happy to share this experience with you and help make your vacation to Maui as enjoyable as it can be. 🐠

CAVE/CAVERN DIVING/AKUMAL

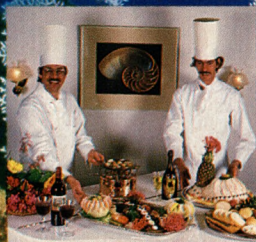
Jim Coke, the only cavern and cave diving instructor on the Yucatan/Belize coast certified by the National Speleological Society, Cave Diving Section, is teaching classes at the Akumal Dive Shop where he is a PADI instructor. Cavern diving is a prerequisite for the cave diving course with certification through the NSS/CDS. Besides teaching and exploration, Coke has had articles published on cave diving in Quintana Roo and Belize in Underwater Speleology.

A native of Minneapolis, Minnesota, Coke holds a B.S. in history from Beloit College in Wisconsin. He started diving in 1966 and was voted "Outstanding Candidate" by his peers in his cavern diving class at Divers Unlimited in Ft. Lauderdale, Florida.

The Akumal Dive Shop (Excursiones Akumal) is the longest established dive center on the Mexican Caribbean. It is in its 13th consecutive year of business.

Information on cavern and cave diving can be obtained by writing to: Jim Coke, Akumal Dive Shop, Postal 1345, Cancun, QR, Mexico 77500. 🐠

The Best of Grand Cayman is Here at Treasure Island Resort



Treasure Island Resort has it all—attractive accommodations ranging from a single hotel room, opening October 15, to a ready for you and your family three bedroom condominium. From October 15–December 14, 1986, a limited number of people can take advantage of our special Hotel Preview Price of \$75-a-night.

Dive packages with Treasure Island Divers start at \$145, some restrictions apply.

Treasure Island
DIVERS
GRAND CAYMAN B.W.I.

For Reservations:
1-800-874-0027
TOLL FREE

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Alpha Beta Gamma...

In the beginning you could dive almost anywhere and see reefs and walls that no one else had touched. No More! Today, everyone has already been there ahead of you. Unless you come to Grand Turk.

Just an hour and a half southeast of Miami is hidden some of the most untouched diving left in the Caribbean. In less than 25' our wall drops away so quickly it snatches your breath while Black Corals as thick as a forest grow just 15' below the drop.

And Beaches? You've heard of someone else's Seven Mile Beach? Ours is Eight! And there's hardly a diver on it.

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FL 33133 · (305) 667-0966

Omega—Diving Service of Grand Turk
8420 SW 133 Ave RD, Suite 319
Miami, FL 33183 · In the U.S.: (305) 385-0779

**“Omega.
The Last Name
in Diving”**

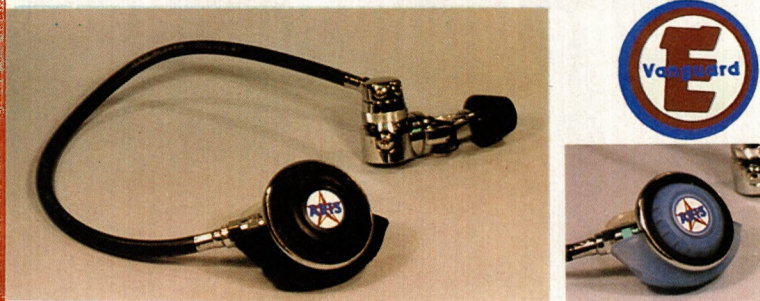
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CHRISTMAS
DELIVERY
TIL DEC. 22!**

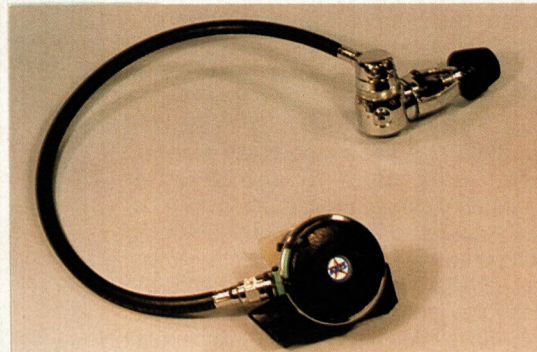
U.S.TECH

**FREE FEDERAL
EXPRESS
SHIPPING!***



U.S.TECH - All *Vanguard* series regulator features a high performance balanced first stage with unique styling, four low pressure ports on an end swivel, two high pressure ports, large internal piston for maximum air flow and reliability, teflon seat for durability, and an environmental design that allows it to be used in silty, sandy, or turbid waters. The *Professional* series second stage (at left) is constructed from chrome plated marine Brass, and features silicone internal parts, silicone mouthpiece, and a special exhalation valve weight that prevents water entry, even while up-side-down underwater. The exhaust deflector and second stage front are constructed from pliable black rubber. This decreases second stage weight, and increases comfort. The entire second stage face acts as a purge button, making regulator purging very easy. The *Professional* Silicone second stage (middle) has all the above features, with the added styling of a translucent blue silicone exhaust deflector and regulator front.

The *Vanguard* Sport second stage (at right) is constructed from polymer synthetics, and features a large neoprene exhaust valve and inhalation diaphragm, a semi-rigid ex-



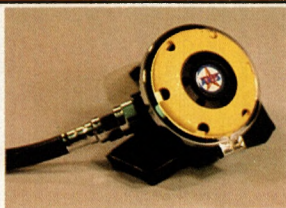
haust deflector, silicone mouthpiece, and large, easy access purge button. Easy breathing, it is ideal for divers who still demand the best, but do not require the extra features of the *Professional* series.

<i>Vanguard Professional Silicone</i>	Retail \$310.00	Sale \$199.95
<i>Vanguard Professional</i>	Retail \$280.00	Sale \$184.95
<i>Vanguard Sport</i>	Retail \$220.00	Sale \$149.95

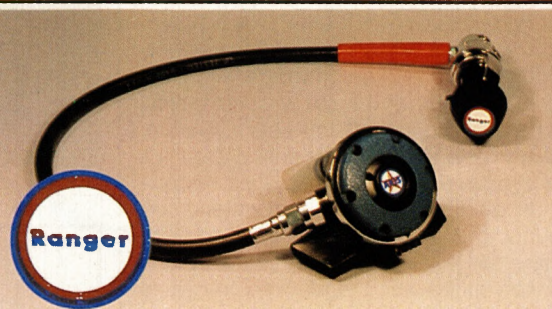
Note: *Vanguard Professional* regulators include Scuba Guard padded carrying case. All U.S.TECH regulators include a lifetime warranty on all moving parts and housings, two year warranty on all other parts (including hoses and seats), and one year on labor. Made in the U.S.A.



Professional series octopus. Featuring the innovative *Vanguard Professional* second stage with high-visibility yellow exhaust deflector and regulator face, and with an extra-long 40 inch hose. Attaches to L.P. port. Made in the U.S.A. Retail \$155.00 **Sale \$89.95**



Sport series octopus. Featuring the U.S.TECH *Sport* second stage with bright yellow face, and long 36 inch hose. Attaches to L.P. port. Made in the U.S.A. Retail \$105.00 **Sale \$54.95**



Ranger regulator: Easy breathing and a dream to use, the *Ranger* is ideal for the economically minded sport diver. An unbalanced piston first stage with four low pressure and one high pressure ports combined with the *ARIS Sport* second stage makes this one of the best sport regulator we offer. Easy breathing, and great styling! Made in the U.S.A. Retail \$175.00 **Sale \$109.95**

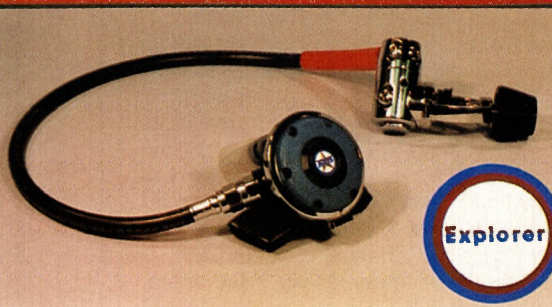


Datacom Consoles: Color coded (color coding is according to recognized diving standards), easy-to-read large numbers, and extreme accuracy are just a few of the features that make the *Datacom* line of U.S.TECH gauges one of the finest offered. The console gauges are enclosed in a heavy duty molded rubber housing that provides added protection, and has the depth gauge at a slight upward angle to make it easy to read both gauges at a glance. All gauge faces are luminous for added visibility. An optional compass slides on a special track located on the console back. Made in the U.S.A.

All U.S.TECH gauges feature a lifetime warranty on everything, including hose and O-rings! This is the only gauge you need ever buy!

Datacom - Brass pressure gauge (5000 psi), oil filled depth gauge (150 feet). Retail \$180.00 **Sale \$89.95**

Datacom II - Brass pressure gauge with built-in thermometer (5000 psi), diaphragm depth gauge with maximum depth indicating needle. Retail \$220.00 **Sale \$119.95**



Explorer regulator: Combining a balanced piston first stage that has five low pressure ports and two high pressure ports with the *ARIS sport* second stage creates one of the finest sport diving regulators on the market! Light weight, good looking, dependable, and affordable, the *Explorer* is ideal for most Scuba divers needs! Made in the U.S.A. Retail \$210.00 **Sale \$129.95**

Order from **Berry Scuba Co.**, exclusive distributors of **U.S.TECH**. By Mail: Send your order to **Berry Scuba**, Dept. U.S.T., 6674 Northwest Hwy, Chicago, IL 60631, and include a Money Order, Cashier's Check, Certified Check, or one of the following charge card numbers with expiration date: Master Card, Visa, American Express, Discover Card, PADI Card. Do not send personal checks, as they require 30 days to clear. By phone: Call toll free 24 hours a day, 7 days a week (outside Illinois) 1-800-942-5301 (in Illinois call (312) 763-1626 during store hours), and have your order ready and charge card handy. **You must pay our standard shipping cost. Federal Express will not deliver to a P.O.Box, therefore we will use U.P.S. Blue Label. Contact us for shipping costs for orders outside the continental U.S.A. Caution: Scuba diving requires special training. No SCUBA equipment should be used by non-certified, non-trained persons.**

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PowerFlex "clear" shoe fins with low volume silicone mask, silicone snorkel, and mesh bag \$68.95. Parts kit with one each mask strap, fin strap, snorkel keeper: Black \$6.25, with clear keeper and mask strap \$6.95. Huge inventory, large selection of equipment! Call, write, or stop by today! We can deliver for Christmas!

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Sherwood Super Package
Jacket BCD with power inflator, soft band cam pack, side adjustments, Brut regulator with air pressure gauge, and Aluminum 80 cylinder with K valve. An economically priced package with expensive features. Retail over \$750.00

Sale price \$399.95



Sherwood Pro Package
Pro-Plus jacket BCD with many features, including power inflator, soft band cam pack, cummerbund, side adjustments, and rapid exhaust, fully balanced Magnum regulator with octopus, air pressure gauge, and Aluminum 80 cylinder with K valve. The ideal divers package. Retail over \$1064.00

Sale price \$579.95



Sherwood Freedom Package
Freedom advanced design BCD with power inflator, soft band cam pack, rapid exhaust, padded shoulders, and side adjustments, fully balanced Magnum regulator with octopus, pressure & depth console, and Aluminum 80 cylinder with K valve. The package you have been looking for! Retail over \$1200.00

Sale price \$659.95

Wet suit savings, all locations. These suits are *Plush lined* for extra comfort, feature a fashion stripe, and *over-edging*. The farmer John's also feature knee pads! Farmer John suit with beaver tail jacket **\$169.95**. Farmer John suit with step-in jacket **\$189.95**. Step in shorty suit with short legs and arms **\$89.98**. Mens and womans styles available. Don't let these prices fool you! These are top quality, *American made, brand name suits!*

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The following specials are available in store or mail order



Lycra/Nylon Body Suit
Single piece Lycra/Nylon blend suit provides warmth and comfort, in or out of the water! Light weight, and great looking, they can be worn under a dry suit, wet suit, or alone! Unisex cut, available from Extra Small through Double Extra Large sizes. Solid color body with color stripe down arms and sides. Ask about our color availability. Use for swimming, diving, or working out! Retail \$80.00

Sale price \$49.95



New 1987 U.S. TECH Package
All American made Scuba gear! U.S. TECH Explorer regulator with balanced piston first stage and light weight second stage and octopus, B-29 silver and blue BCD with power, cummerbund, lifetime bladder warranty, soft band pack, rapid exhaust; double Datacom PSI/Depth console. Retail \$850.00

Sale \$479.95



Package AL1
Tekna regulator with balanced first stage and light weight pilot second stage, light weight Waterlung octopus, Parkway Ocean Jacket II with power inflator, rapid exhaust, and soft band travel pack, U.S. Tech double console with color coding and large numbers, and Aluminum 80 cubic foot cylinder with K valve. Retail over \$1000.00

Sale price \$669.95

Chronosport Polaris

Gold tone plating (five times harder than Gold) with nylon strap. Day/date, quartz, rotating bezel, locking crown, more. Mens #3508. Womans #3908. Retail \$269.00

Sale \$199.95



Contact Silicone II Package
Featuring the Contact open heel vented fin with "smoke white" Tekralene blade for power and great looks. Combined with an attractive silicone mask and color coordinated silicone snorkel. Comfortable, attractive. Retail \$130.00

Sale \$82.95



Contact Graphite II Package
Get the power and snap of Graphite with the open heel Vented Contact Graphite fin (all black, hi-tech look). Combined with a two window mask with large nose pocket and black vented snorkel, this package is dynamite! Retail \$130.00

Sale \$79.95



Heuer Black Coral II
Elegant two tone black and gold watch and band. Quartz, date, rotating bezel, locking crown, more. Mens 980.029. Womans 980.028. Retail \$415.00

Sale \$299.95



Pistol Pneumatic Spear Gun

Only 16 1/2" long, this compact gun is high powered and ready to use. Includes leg sheath (to keep gun out of the way when not in use), tip, 7 mm, shaft, loader, pump, and more. Special sealed piston will hold a charge for years! Light weight, Hi-Tech design with contoured grip, safety. Retail \$189.95

Sale \$129.95

PSI/Depth console with max. depth \$79.95
12 pound weight belt set, complete 19.95
Octopus 2nd stage with 36" hose 44.95
Large, heavy duty gear bag 24.95
Tabata horse collar BCD with power 89.95
Waterlung X-3 regulator 89.95
Open Heel vented fins 24.95
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U.S. Divers master knife with sheath 24.95



14 Karat Gold Scuba Diver

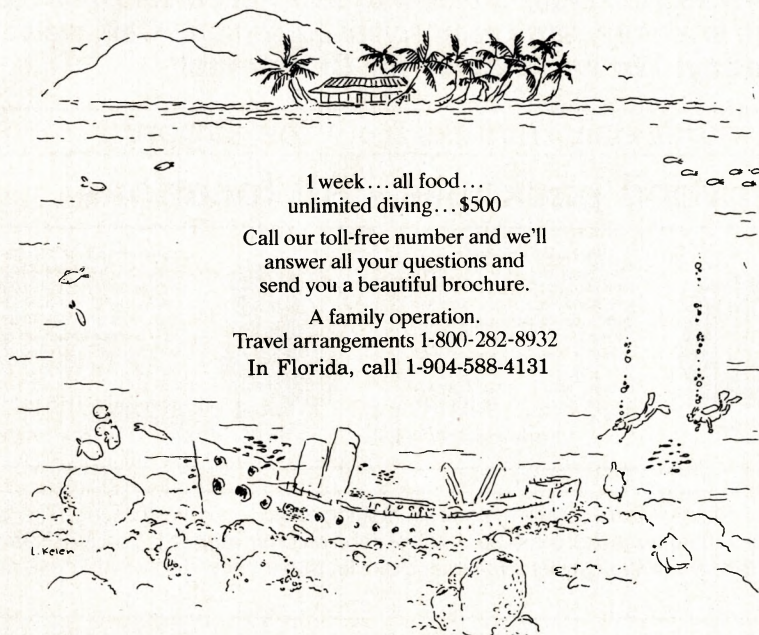
Detailed, attractive, and stylish. Diver holds spear gun extended in front. With necklace/bracelet loop. For the diver who has it all!

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COD HOLE

(Continued from Page 94)

Underwater Park. The great fish are now totally protected by law and enjoyed by hundreds of divers every year.

The Cod Hole is regularly visited by a number of live-aboard dive boats out of Cairns such as *Reef Explorer*, *Auriga Bay* and the *Scheherazade*. It is regarded as the high point of just about every cruise along the northern Great Barrier Reef and Coral Sea atolls. In addition, the Cod Hole is visited several times weekly by the new dive boat at Lizard Island. Lizard Island Resort is only ten miles west of the Cod Hole.

The popularity of the Cod Hole has increased considerably since Qantas established direct flights into Cairns International Airport. American divers can now fly to Cairns from Los Angeles or San Francisco via Honolulu. For more information contact Dive In Australia, 50 Francisco Street, San Francisco, CA 94133 or telephone (415) 421-5588.

MARITIME MUSEUM IN CAYMAN

A Museum of Maritime History and Sunken Treasure on the waterfront in George Town, Grand Cayman, BWI, is scheduled to open next month. The 2,000 square foot, two story museum is the brainchild of Captain Herbert Humphreys, Jr., owner of the local Holiday Inn, and Kem Jackson, chief engineer of Marine Archaeological Research, a company that has been collecting Caribbean marine artifacts for years.

Architects for the project are Chalmers, Gibbs, Martin and Joseph of Grand Cayman. The displays are being designed by Presentations South, Inc., the company that created the Pirates of the Caribbean at Walt Disney World in Orlando, Florida, plus works for the Smithsonian Institution, the Statue of Liberty and the U.S. National Park Service.

On entering the new attraction, visitors will be greeted by none other than Blackbeard himself. This robotized reproduction of the notorious pirate will present an audio/visual narration explaining the museum exhibits. The attraction will accommodate 100 visitors at a time.

The building design, along the lines of period Caymanian houses, will be similar to the old Court House just up the road that will be the home of the new Cayman Islands Museum.

The maritime museum will house a gift shop that will offer maritime related souvenirs to visitors. Displays will tell the story of the Spanish treasure fleets, the raids by buccaneers, Caymanian turtling and boat building. Hands-on displays will describe the history of maritime activity in the Caribbean from the time of Columbus to the present day.

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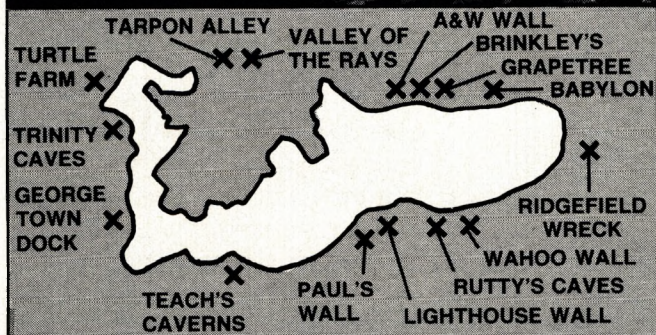
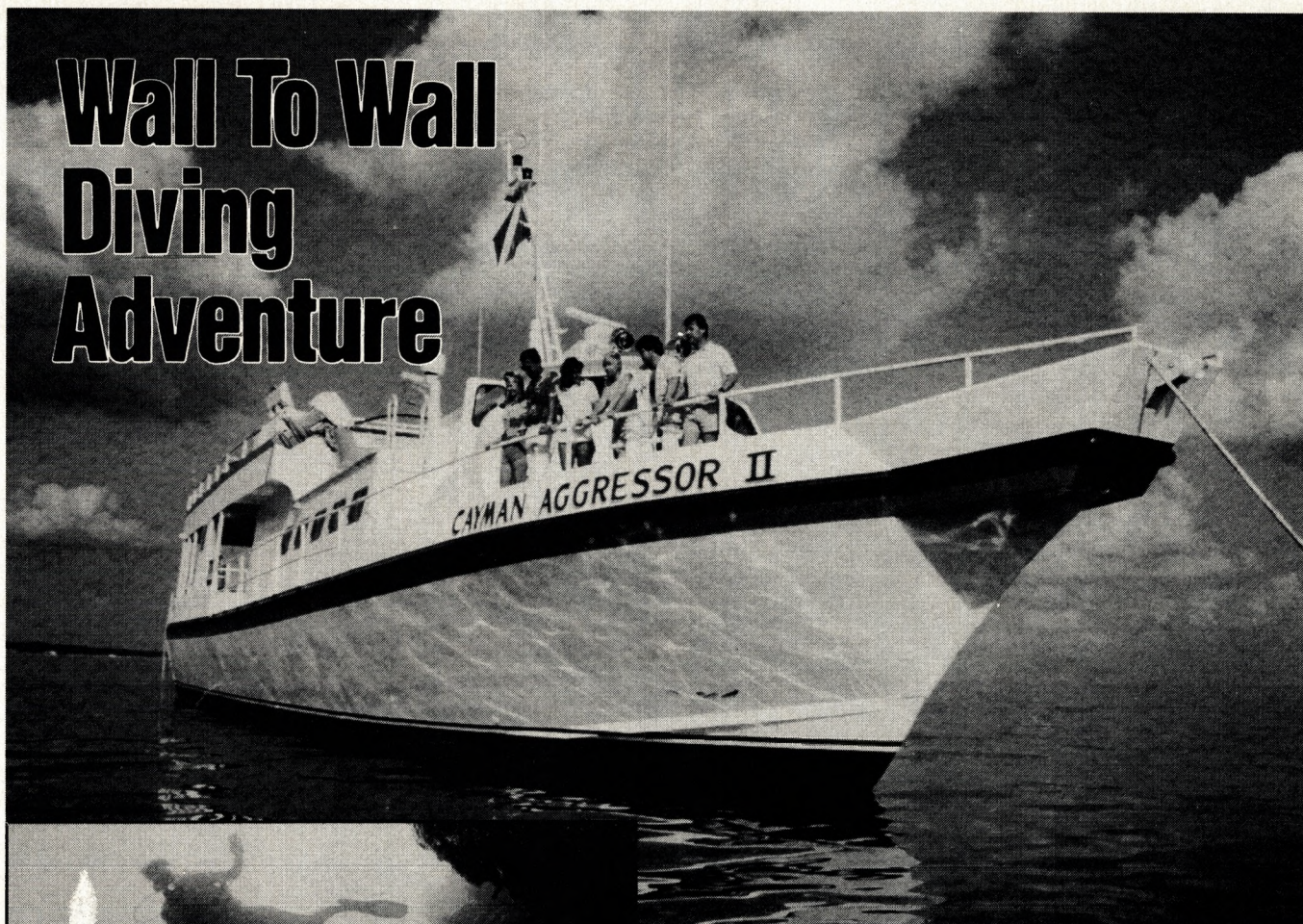
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specialized dive boat. All dive equipment is available for rent. Lessons and full certification are available. This magnificent resort also offers countless beaches, fresh water pool, tennis court, light and heavy game fishing, sightseeing by glass-bottom boat, plus much more. For complete information on fares and travel, call (213) 381-3062 or (212) 697-3694.

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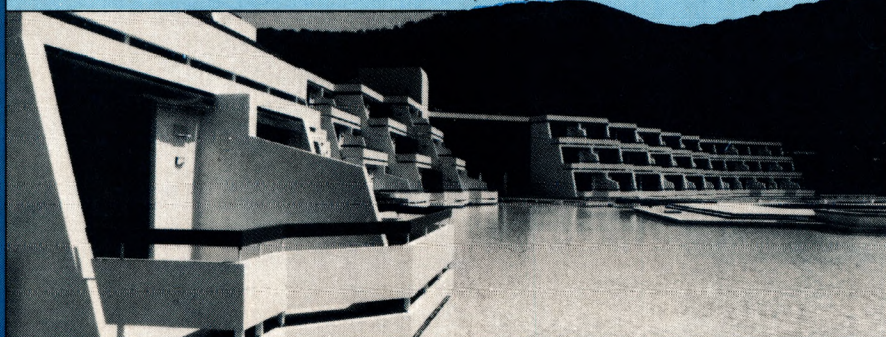


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How do you improve on paradise? That's what the world will discover in late 1986 when Hayman Island Resort reopens after a \$AUS120 million reconstruction program. This complete holiday island on the Great Barrier Reef will offer superb accommodations for the whole family: complete air-conditioning, 24-hour room

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service, 5 international class restaurants, water skiing, sailing, and nightly entertainment. A 25-knot dive boat offers fast daily access to Bait Reef and beyond. Hayman can be reached by Ansett Airlines jet to Hamilton Island, and transfer on the luxurious M. V. Sun Goddess. Call *Dive In Australia*, (415) 421-5588.



QUICKSILVER DAY TRIPS.

This high-speed catamaran out of Port Douglas provides the only day trip to the true outer reef for everyone – divers, swimmers, and even non-swimmers. Quicksilver offers two dives per day, learn-to-dive programs, sumptuous smorgasbord lunch, underwater observatory, and reef viewing tours in the unique Subsee Explorer. A wonderful way to enjoy great underwater sightseeing. Call *Dive In Australia*, (415) 421-5588.

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SCHEHERAZADE.

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FITZROY ISLAND.

Only a 45-minute cruise from Cairns, Fitzroy Island is an unspoiled tropical jungle with huge volcanic rock formations. It is surrounded by coral reefs that create many superb diving areas. The resort offers a variety of accommodations and features a complete dive shop with resident instructors. Fitzroy is your chance to enjoy a virtually undiscovered paradise. For brochure, call (213) 381-3062.

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nder Down Under.

REEF EXPLORER CRUISES.

For one of the world's truly awesome underwater spectacles, explore the Great Barrier Reef and the Coral Sea with Australia's longest-established dive boat service. Discover virgin reefs, thousand-pound marlin, rays and turtles as you sail aboard the 12-passenger Reef Explorer or 10-passenger Auriga Bay. For larger groups, the company also operates the 112-foot, 20-passenger Challenger. You can enjoy day dive trips from Cairns to the Great Barrier Reef on the Down Under, a 41-foot, high-speed catamaran. All vessels are available for charter. And they all have sophisticated navigational aids such as a satellite navigator to pinpoint submerged reefs, autopilot, radar, and echo sounder. Barry May, a pioneer of Australian dive tourism, is an expert at finding superior diving sites. For more information about Reef Explorer Cruises and its wide variety of dive packages, call *Dive In Australia*, (415) 421-5588.

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PORT DOUGLAS.

Located in tropical Port Douglas is Australia's northernmost fully professional diving facility serving the Great Barrier Reef. In a little over an hour, their 55-foot custom-built luxury dive boat will speed you at 25 knots to some of the best dive sites in the world. There you can enjoy stunning underwater scenery with the expert assistance of the boat's professional crew. The company also offers exciting land-based packages that include 4-wheel-drive Safaris through one of the world's last remaining virgin rain forests — a tropical adventure you will long remember. For more information, call *Sea Safaris*, (213) 546-2464.

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HERON ISLAND.

The only diving resort situated on the Great Barrier Reef, Heron Island offers access to some of the world's finest diving. Full dive facilities include four dive boats and over 60 rental scuba tanks. Only 26 minutes from Gladstone by helicopter, Heron is the home ground of tame moray eels, friendly manta rays, sea turtles (seasonal), and a huge variety of fish and coral. This colorful sea life makes it ideal for underwater photography. Lodging is available to fit most budgets and includes three meals and two dives per day, as well as tanks, weights and air. For information, call (714) 786-0119.

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FRINK PHOTO VIDEO

The underwater video services available at Stephen Frink Photographic, Key Largo, Florida, have significantly expanded. In addition to providing staff videographers to document dive excursions in the Key Largo National Marine Sanctuary, Frink Photographic has 8mm video



cameras and housings available for rental to individuals and groups. Tape transfers to VHF or Beta are available, as are musical soundtracks or special editing effects. Professional video productions are a new offering as well, and the most recent production, shot on 3/4 inch video for Key Largo, will premiere at DEMA 1987 in Las Vegas.

CLARK/SCARR/SEE & SEA

In March, Dr. Eugenie Clark will be leading a See & Sea trip to the southern Red Sea aboard the 110 foot *White Elephant*. Although she has been to the Red Sea more than 30 times, this is a new area to her. "I'm delighted to have the opportunity to dive the southern reefs in the Red Sea with a group of divers as eager as I am to explore unusual underwater realms," she said. This is an area filmed by Jacques Cousteau in 1952. Participants will be diving the entire coastal area featured in *World Without Sun*, including an U/W habitat built for the movie.

In August, Dee Scarr will be leading a group to Belize aboard the *Isla Mia*. "Lighthouse Reef is a relatively undived area and I'm excited about interacting with all kinds of friendly denizens, from octopuses to eels to cleaner shrimp," she said. Each member of the trip will receive an autographed copy of Scarr's book *Touch the Sea*.

Both women will be lecturing informally and offering their expertise to participating divers. For further information, contact Naomi Stern, 100 West 81st Street, New York, NY 10024; (212) 873-1409 or See & Sea, 50 Francisco Street, San Francisco, CA 94133; (415) 771-0077.

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Please send information on Philippine Diving:

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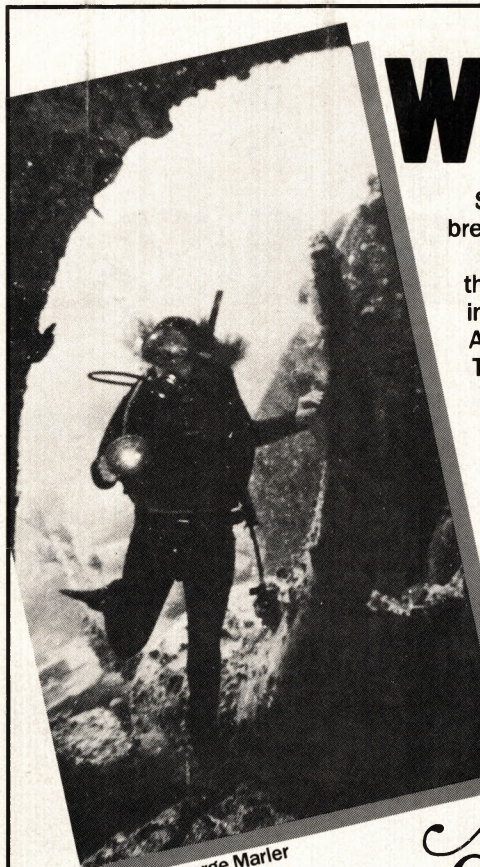
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LITTLE CAYMAN DIVER

(Continued from Page 87)

ration as any other world class diving destination. The dive sites compare favorably to those found in the Coral Sea, Philippines or the Sea of Cortez. There are pelagics and predators such as nurse, reef and lemon sharks; eagle and manta rays; barracuda; groupers and morays. There is abundant tropical fish life and the wide angle and macro photographic opportunities are endless.

To top it all, I spent an additional day on Grand Cayman challenging the deep by riding on the RSL sub to 800 feet. For those of you who are truly divers at heart, don't miss this trip. You will feel the vastness of the unknown ocean and realize there is more in store for us in the world of diving and exploration.

Your novel diving vacation on the *Little Cayman Diver* is very close to home, only 90 minutes from Miami or two and one-half hours from Houston, but it is a world apart from Grand Cayman. Whether you need a retreat from your busy office schedule, a chance to enhance your romance or you just want to get wet, join us on the *Little Cayman Diver*.

For further information and reservations contact La Mer Diving Seafari at 823 United Nations Plaza, Suite 810, New York, NY 10017-3570 or call (800) DIVE-NOW; in New York telephone (212) 599-0886.

BUDDY'S DIVE RESORT

Yvonne and Juop Rauwers, owners of Buddy's Dive Resort and the Carabella Bungalows on the island of Bonaire, have added a permanent instructor to their staff. Marine biologist Hans van Dam will now be guiding most of the resort's dive



guests. In addition he will be offering PADI instruction to those wishing to earn their certification while on the island.

The resort has a retail dive shop with rental equipment across from Playa Leche beach. A second retail shop is in nearby Kralendijk.

The air-conditioned one and two bedroom efficiency apartments of Carabella Bungalows are fully furnished. Buddy's has its boats docked just across the street. With the ability to handle up to 20 divers, these boats are never crowded. Ten persons is always the maximum per trip. Daily dive departures are made from the Yacht Club adjacent to Playa Leche.

SURFSIDE·SURFSIDE·SURFSIDE

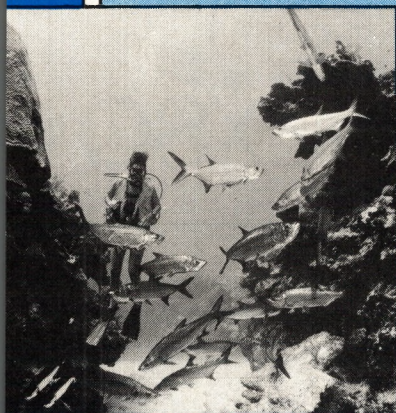
7 MILE BEACH

RUM POINT

STATIA

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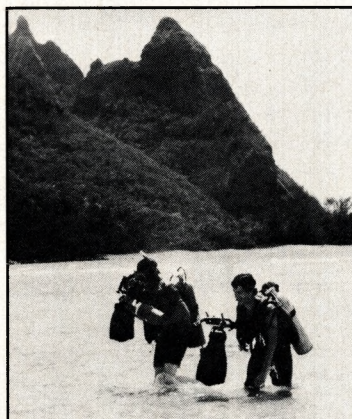
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FATHOM FIVE

Divers headed for Hawaii should contact Fathom Five Divers on Kauai at the new toll free number, (800) 422-DIVE. Fathom Five will provide local diving information, advance bookings and packages that include accommodations, rental car and diving.

In Old Koloa Town on Kauai's south shore, Fathom Five is five minutes from Poipu, which offers the island's sunniest



weather, most usable beaches and best year-round dive sites. Fathom Five's 24 foot twin-Volvo Radon travels Kauai's uncrowded waters with only six divers, guiding them to dramatic underwater lava formations where turtles, moray eels and other local marine life thrive.

Throughout the last year, Fathom Five has systematically upgraded all phases of its operation: new vehicles, redesigned deck space on its boat, a new compressor and top quality equipment featuring Scubapro Stabilizing jackets and regulators with both octopus and gauge consoles. Fathom Five also features wind-surfing lessons and rentals.

Contact Fathom Five by phone: (800) 422-DIVE or (808) 742-6991 or write for a free information package: P.O. Box 907, Koloa, HI 96756. 🐠

DREAM TOO

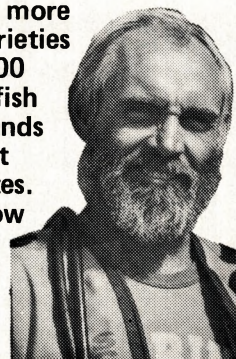
Dan and Inez Wagner, former owners and operators of the *Impossible Dream*, have purchased a new 56 foot aluminum yacht, the *Dream Too*, which they will use to run special trips to dive with wild dolphins, explore sunken galleons and freighters and dive the blue holes at Cay Sal. The trips will be limited to 10 divers plus crew. The *Dream Too* carries 3,000 gallons of fuel and 2,500 gallons of water. Tanks, air, food and beverages are included in the trip price. Many of the trips will feature filming for a new TV documentary series.

For further information call (305) 723-9312 or write The Dream Team, P.O. Box 3271, Indialantic, FL 32903. 🐠

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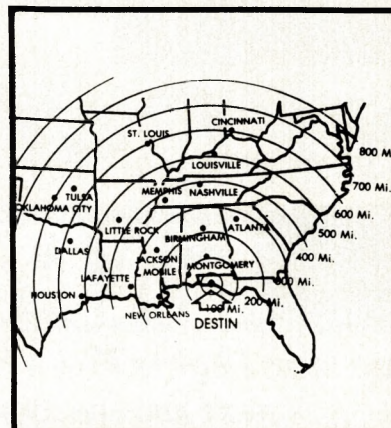


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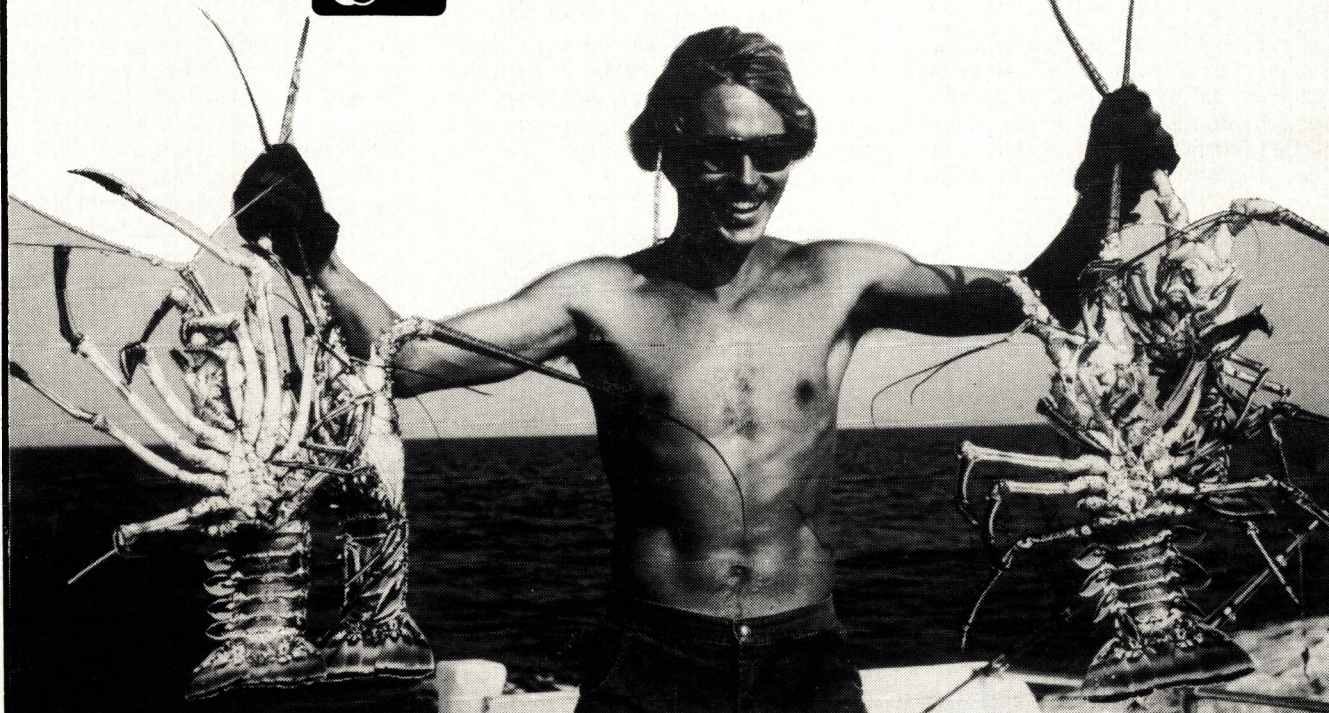
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'87

Non stop Flights From New York, Detroit, Chicago

TEXT AND PHOTOGRAPHY BY GERI MURPHY

For the fourth year in a row Cayman Express is operating its winter season schedule of nonstop charter flights to Grand Cayman from the northern cities of New York, Detroit and Chicago. Beginning in late December, these special flights will be running every weekend in January, February, March and the first three weeks of April.

The program has been so successful that Cayman Airways has added another aircraft to its jet fleet and increased its flights by 66 percent. This season there will be two flights per weekend from New York. Flights from Chicago have also

been doubled, while there remains one flight per week from Detroit. A total of five flights per week will be bringing northern divers direct to Grand Cayman with a convenient three and one-half hour trip.

The Cayman Express flights from New York are scheduled to depart JFK International on Saturday evenings at 8:30 and Sunday mornings at 11:30. The two Chicago flights are scheduled to depart from O'Hare International on Saturday mornings at 10:30 and Sunday evenings at 7:30. The Detroit flight is scheduled to depart from Metro International on Friday evenings at 8:30.

Cayman Express has increased its winter season nonstop charter flights to Grand Cayman from New York, Detroit and Chicago. Packages feature accommodations at the island's top hotels, condos and lodges plus diving with Bob Soto's Diving.



This season Cayman Airways is adding a new Boeing 737 jet to accommodate the growing number of Cayman Express charters. All flights are crewed by highly experienced Cayman Airways pilots and cabin attendants. Passengers receive the same quality service as on standard Cayman Airways flights.

Cayman Express offers a number of advantages to divers who are seeking a winter vacation in the Caribbean:

1) All flights depart and return at the end of the normal work week.

2) Divers save up to 50 percent on travel time on these nonstop flights since there are no plane changes, layovers or intermediate stops.

3) Luggage is less likely to be lost or misrouted since there are no plane changes necessary.

4) This season's schedule allows more flexibility for New York and Chicago travelers since there are flights departing on both Saturdays and Sundays.

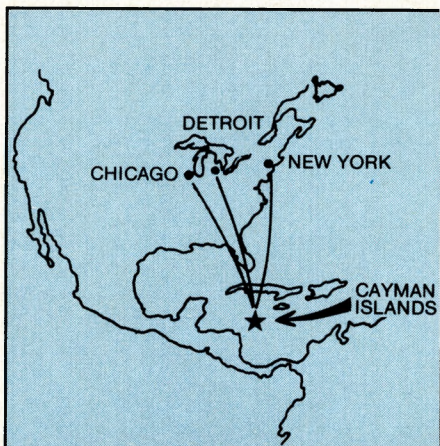
5) Cayman Express offers high quality air travel at bargain rates. Fares run as low as \$299 round trip, much less than normally scheduled flights.

6) Cayman Express is a three-tier program offering charter flights, hotel accommodations and dive packages. You have the flexibility of purchasing air travel only, air travel and hotel accommodations, or a full package of air travel with hotel and diving. Each segment is attractively priced at rates well below winter season prices.

The only restriction on Cayman Express charter flights is you must return on the same day as departure, one week later. In other words, if you depart on a Saturday you must return on the following Saturday. The charters are constructed as seven day/seven night packages.

In addition to bargain priced charter flights, Cayman Express is offering seven different packages with Grand Cayman's top hotels, condos and lodges. These include: Cayman Islander, Cayman Diving Lodge, Grand Pavilion, Holiday Inn, Hyatt Regency, Treasure Island Hotel and Plantation Village condominiums.

Hotel package prices vary greatly de-



Cayman Express flights depart and return both Saturday and Sunday from New York and Chicago, and Fridays from Detroit.

pending on choice of hotel, room type and number of persons per room. All Cayman Express hotel packages include U.S. and Cayman departure taxes, transfers from and to Grand Cayman's airport and seven nights accommodation. Not included in the hotel packages are meals, six percent government tax and service charges. Specific charges will be quoted at the time of reservations booking.

The only exception to this package structure is the Cayman Diving Lodge, which offers an all-inclusive package of accommodations (seven nights), airport transfers, government tax, welcome drink and full breakfast every morning. The lodge offers both a diver and nondiver package rate.

The diving portion of the Cayman Express program is a special six day package called the Express Diver. This part of the program is operated by Bob Soto's Diving Ltd., one of Grand Cayman's oldest and best known diving operations.

The Express Diver package consists of six morning two tank dives (12 dives), one nighttime one tank dive and unlimited shore diving. Dive boats depart from Seven Mile Beach at 9:00 am and generally return to the beach by 1:00 pm.

The first dive each morning is a wall dive at such popular sites as: Orange Canyon, Round Rock, Trinity Caves, Sand Chute, Big Tunnels, Sentinel Rock, Big Dipper or Northwest Point. Site selection depends on weather and mooring availability. The only exception to this routine is the day when a dive on the world famous *Oro Verde* shipwreck takes the place of the wall dive.

The second dive of the morning is a shallow/medium depth coral reef site such as: Spanish Anchor, Aquarium Reef, Hammerhead Hole, Three Tree Reef, Peter's Reef, Devil's Grotto, Holiday Reef or Burger King Reef. Most of

these sites are in 30 to 50 feet of water and are popular fish feeding areas.

Ordinarily a \$290 value, the Express Diver package is being offered for \$244. Divers can swap their night dive for an afternoon dive. The unlimited shore diving can be done from Soto's Scuba Centre or any other shore diving site around Grand Cayman. Divers can also upgrade their Express Diver package and make North Wall dives or Edge Double Deep

press Diver since the lodge is at the East End of Grand Cayman Island. Diving is part of the lodge's all inclusive package for \$630. It consists of six morning two tank dives plus unlimited shore diving. The wall diving includes such legendary sites as: The Maze, Three Sisters, River of Sand, Lost Wally, Tunnel of Love, Pat's Wall or Scubabowi. Underwater visibility is exceptional and the marine life is prolific in this almost virgin part of the island.

CAYMAN EXPRESS WINTER SCHEDULE (mid-December to mid-April, 1987)

New York		
Saturday	: depart JFK 8:30 pm	/ arrive Cayman 12:00 am
Sunday	: depart JFK 11:30 am	/ arrive Cayman 3:00 pm
return		
Saturday	: depart Cayman 4:00 pm	/ arrive JFK 7:30 pm
Sunday	: depart Cayman 7:00 am	/ arrive JFK 10:30 am
Chicago		
Saturday	: depart O'Hare 10:30 am	/ arrive Cayman 3:00 pm
Sunday	: depart O'Hare 7:30 pm	/ arrive Cayman 12:00 am
return		
Saturday	: depart Cayman 7:00 am	/ arrive O'Hare 9:30 am
Sunday	: depart Cayman 4:00 pm	/ arrive O'Hare 6:30 pm
Detroit		
Friday	: depart Metro 8:30 pm	/ arrive Cayman 12:00 am
return		
Friday	: depart Cayman 4:00 pm	/ arrive Metro 7:30 pm

Participating Hotels/Condo/Lodge

Cayman Islander Hotel	Seven Mile Beach area
Cayman Diving Lodge	East End
Grand Pavilion	Seven Mile Beach area
Holiday Inn	On Seven Mile Beach
Treasure Island	On Seven Mile Beach
Plantation Village condo	On Seven Mile Beach

dives for a few dollars more.

In addition to the Express Diver package, Bob Soto's Diving Limited is now offering a new Certification Vacation package for nondiver friends and family. Priced at \$300, this five day program offers full open water scuba training and PADI certification. Included in the price is instruction by certified PADI instructors, all scuba gear for training, text books, training materials and certification fees. All training is done in open water at the Soto Scuba Centre and there are boat dives on the last two days of the course. A new class starts every week.

The Cayman Diving Lodge offers an entirely different program from the Ex-

The second morning dive is on such interesting reef areas as: Ironshore Gardens, Shark Alley, Grouper Grotto or the *Ramunda* Wreck. This resort is regarded as a "best buy" for the serious diver who is not particularly interested in the night life of Seven Mile Beach.

Reservations and information for the Cayman Express programs can be obtained by calling the Bob Soto's Diving hotline: (800) 262-7686. Office hours are from 8:00 am to 5:00 pm Eastern Time, Monday through Friday. Brochures can be obtained by calling the same number or writing to: Bob Soto's Diving Ltd., P.O. Box 1801, Grand Cayman, British West Indies. ➤

OCEAN TECHNOLOGY'S MK-3 SCUBA COM

Underwater
Communications
Made Easy

TEXT AND PHOTOGRAPHY
BY BONNIE J. CARDONE



Communication underwater has always been difficult. Some divers make do with slates, others use sign language. Much more precise than either of these is the spoken word. Units that allow commercial divers to talk to each other and to topside support crews have been available for years, but these are too ex-

pensive and cumbersome for sport divers. Now, however, a company called Ocean Technology has come up with a compact, easy to use, lightweight communications system. And, you won't have to take out a second mortgage on your house to buy it. It's called the MK-3 Scuba Com. Specialized versions of it are in

use in Disney World's Living Seas exhibit and by Cousteau divers. I won't presume to explain to you why the Scuba Com works, but I will tell you how.

The Scuba Com consists of three components: an electronics module, a mouth mask and an earphone. The electronics module is powered by eight AA alkaline

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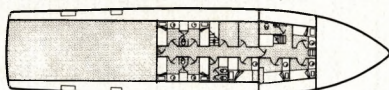
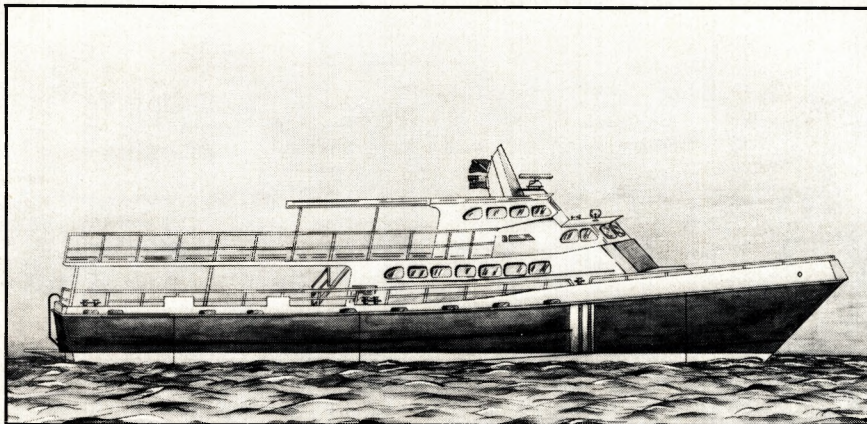


DIVING LTD.

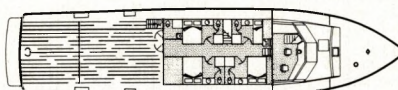
P.O. Box 1801, Grand Cayman, B.W.I.

Dive Cayman this winter at bargain rates and unbelievable convenience. Friday departure from **Detroit**, Saturday and Sunday from **New York** and **Chicago**. Only 3½ hours non-stop! Round trip, hotel, dive package and transfers as low as \$843.*

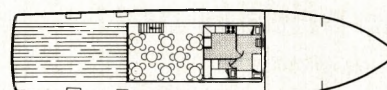
* Per person, double occupancy, during January, April (Easter excluded) and other select dates. Program dates Dec. 19, 1986 - April 19, 1987.



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SCUBA COM

batteries. An optional rechargeable nickel-cadmium battery pack is also available. The module housing is a sturdy, injection molded glass filled polycarbonate. Including the transducer—also known as an antenna—it is six inches high by four and three-eighths inches wide; it weighs just less than two pounds in air with batteries installed. The electronics module's two parts are sealed with an O-ring and held together by two stainless steel clamps. To prepare the module for use, insert fresh batteries, then clean the O-ring and lightly lubricate it with silicone grease. Clean the O-ring



The electronics module and battery pack.

groove with a cotton tipped swab and put the unit back together.

The electronics are in the top part of the housing, sealed in potting compound. Although this is unlikely, should the module leak, the potting compound will prevent the electronics from getting wet. The batteries fit in the bottom of the module. An extra battery holder comes with the Scuba Com. The eight alkalines will produce six to seven hours of power, according to Ocean Technology.

The HM-1 Com-Mask is a silicone rubber breathing chamber that contains a voice transmitting microphone. It fits over your mouth and is worn with your regular mask. To use it, you must attach your regulator to it. First, remove the mouthpiece, then attach the HM-1 to the place the mouthpiece was and secure it with a tie down. Next, attach the cable from the electronics module to the mask. Grooves and notches allow this to fit only one way. Tighten the threaded locking ring and the system is operational.

To use the Scuba Com, you place the electronics module on a strap (it's got a clip on the back for that purpose). Put the mouth mask on. The split head strap should be high on the back of your head. The bone conductor earphone is a potted module in a rubber housing. It is a disk, one and one-half inches in diameter and three-quarters of an inch thick. You place it on the side of your head, with the rubber against your skin. The earphone is held in place by your hood or the straps of the HM-1 Com-Mask. Don't put it di-

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rectly in or on your ear or an ear squeeze might result.

The Scuba Com is simple to operate. The transducer—a cone-like object—is on top of the electronics module. Next to it are two 30 inch long cables. One connects to the half mask and the other, to the earphone. Also on top of the module are three Phillips screw heads. One of these has a white plastic collar around it. Although the unit will receive as soon as it is submerged, when you want to transmit, you must hold your thumb over this screw to complete the circuit. Some materials will not close the circuit; you may have modify your glove so it will work. One way to do this is to glue a rubber dot on the thumb tip.

It is important to talk slowly and concisely. I found the sound more than just satisfactory. I could hear very well. Lis-



Cover the far left screw head to transmit.

tening to a tape of our dive later, it was obvious my transmissions were quite clear as well. Ocean Technology says the unit has a range of about 300 feet. This is assuming there is nothing between the units—such as a large rock or other such barrier—that would block transmissions.

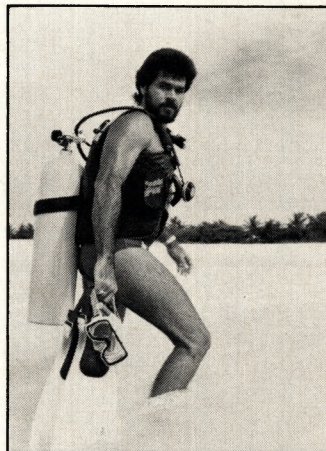
The Scuba Com can be used to a depth of 130 feet. Although any number of people can hear a transmission simultaneously, only one person may speak at a time. If two people try to transmit at the same time, you will hear a tone that lets you know you are "stepping on" someone or have just been "stepped on."

The Scuba Com is easy to care for, just rinse at the end of your diving day and let dry. Thorough rinsing is important, however, to prevent corrosion that would interfere with the working of the unit. If the Scuba Com isn't going to be used for a while, remove the batteries from the electronics module. An Operator's Manual comes with each MK-3 Scuba Com. It is clearly written and has diagrams of the components. It gives detailed information on how and why the unit works. There is a section on maintenance and one on trouble shooting.

Each MK-3 Scuba Com unit—mouth mask, earphone and electronics module—sells for \$299 and comes with a 90 day warranty on parts and labor. Also available is a portable surface model unit that allows surface to diver communications. This sells for \$875. For more information contact: Ocean Technology Systems, 2610 Croddy Way, Unit H, Santa Ana, CA 92704; (714) 754-7848.

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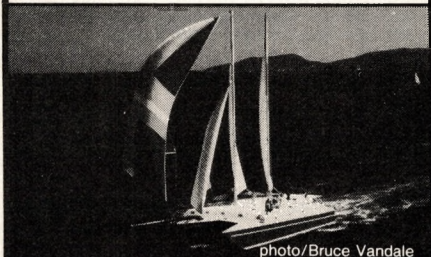


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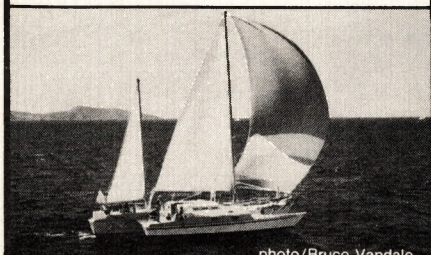
LAMMER LAW



photo/Bruce Vandale

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photo/Bruce Vandale

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OAHU WRECKS

Oahu has two more wreck dives to offer. In May of this year, Pete Basabe, owner of Leeward Dive Center, located a discarded twin engine Beachcraft. The 14 passenger airplane was towed by South Seas Aquatics and sunk near a 95 foot ledge along Oahu's west coastline. Shortly thereafter, a smaller two seater Piper Cub was submerged near the



Beachcraft by Basabe and assisting crew. Both aircraft rest on the sand floor within 50 feet of each other. The Beachcraft can be penetrated through the cargo hold up to the cockpit. Each plane has already become inhabited with a variety of colorful fish. The nearby reef, known as Flame Wrasse Reef, provides additional dive exploration in shallower waters starting at 65 feet.

Oahu offers a variety of other wreck dives including the *Mahi*, a 165 foot minesweeper in 90 feet off the island's west shore. The *Kahala Barge* lies at an 80 foot depth along Oahu's southern shoreline near Diamond Head Crater. Both sites are popular with wreck divers.

The wrecks can be visited on charters provided by several Oahu dive shops. For further information contact Destination Hawaii, P.O. Box 90295, Honolulu, HI 96835.

BONAIRE PACKAGE

Divi Hotels and Peter Hughes Diving are offering a learn to dive package: Dance with the Dolphins. This vacation package, at the Divi Flamingo Beach Hotel & Casino on Bonaire, for eight days/seven nights, includes: air-conditioned accommodations; seven breakfasts and five dinners; round trip transfers between airport and hotel; baggage handling; welcome cocktail; weekly manager's rum party; free use of chaise lounges at beach and pool; resort dive instruction course including all equipment, training beach dive and two guided boat dives;

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and tax and service charges on package features. Package rates are also available for Dive Bonaire's scuba certification course.

Divi Flamingo Beach Hotel & Casino is a complete vacation village with numerous above water activities, including the world's first barefoot casino. Peter Hughes Dive Bonaire offers a large and versatile fleet of dive boats.

Divi Hotels owns and operates seven hotels, four Peter Hughes dive operations and two casinos on the islands of Aruba, Barbados, Bonaire, Cayman Brac and Curacao. Reservations and information can be obtained from recognized travel agents or Divi Hotels Executive Office at (607) 277-DIVI or call toll free, (800) 367-DIVI. 🌿

PAGE TO PALMETTO SCUBA

Palmetto Scuba of Port Paradise Resort, a PADI Five Star Training Facility, has appointed Bill Page facility training director. He is a PADI master scuba diver trainer and offers a full range of specialty courses, including his most popular, Orientation to Crystal River Aquatic Life.

For more information contact Page at Palmetto Scuba of Port Paradise, P.O. Box 2532, Crystal River, Florida 32629; (904) 795-7437. 🌿

CARIB INN CERTIFICATION COURSE

Bonaire's Carib Inn has put together a complete certification course that includes all needed equipment. The student keeps the equipment when the course is over. Newly certified divers get a Sherwood Freedom BC with a Shadow octopus, a Brut regulator, a mask and snorkel, Sherwood's Sigma console with compass, and fins.

For exact costs of the course please write to Bruce Bowker, Carib Inn, P.O. Box 68, Bonaire, Netherlands Antilles. The phone number is 011-599-7-8819. Anyone who signs up for this offer gets a special room rate at the Carib Inn. 🌿

SEAPRO BOAT

Seapro Scuba Center of Riviera Beach, Florida has added a new 27 foot dive boat. The custom built vessel is Coast Guard certified for 19 divers, but to enhance comfort, 12 is the maximum number carried. The *Roman Holiday* will be used for everyday charters as well as student dives.

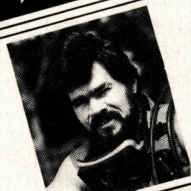
For more information contact Seapro Scuba Center, 3619 Broadway, Riviera Beach, Florida 33404; telephone (305) 844-DIVE. 🌿

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FLUID FEATURES

Fluid Features is a full service underwater photography facility at MM 85.9 in Islamorada, Florida Keys. Chris and Donna McLaughlin provide comprehensive instruction in photography from video to stills. Photo courses are available by the day or week. Basic and advanced underwater photo certifications as well as underwater videographer courses can be arranged year-round. Fluid Features pro-



vides dive trips through Lady Cyana Divers to the best wreck and reef dives in the Florida Keys.

Formerly the resident photo pros at the Flamingo Beach Hotel, the McLaughlins bring a wealth of experience in simplifying the techniques of underwater photography to those interested in learning the easy way.

To find out more about courses, group videos or to make reservations for dive trips to great photo spots call (800) 221-8717 or, in Florida, (305) 664-8717. For information on any of your photographic needs write to Fluid Features, P.O. Box 1660, Islamorada, Florida 33036.

LA MER/GREAT WHITE SHARK

La Mer Diving Seafari is offering a diving tour, led by Amos Nachoum, featuring the great white sharks of Australia.

The trip will be aboard the 65 foot *Nenad*, a prawn trawler equipped with three shark cages, each with special photography ports. The *Nenad* features large guest cabins and separate dining facilities. Scheduled for January, the trip will be hosted by shark expert Rodney Fox.

La Mer can also arrange diving excursions to Papua New Guinea, the Coral Sea/Great Barrier Reef, the Rowley Shoals off Western Australia or Fiji, and offers substantial discounts through its Smart Diver program.

ROATAN/GUANAJA UPDATE

Tropical Adventures Travel is offering guaranteed group air fares to all individuals on Tan/Sahsa Airlines. The guarantee states, "If Tropical Adventures cannot provide you the cost savings they will pay you the difference."

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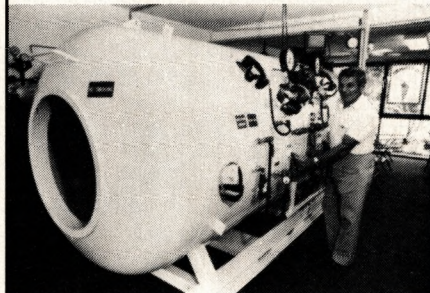
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For further information contact: Tropical Adventures Travel, 170 Denny Way, Seattle, WA 98109; (800) 247-3483.

SEE & SEA TO TURKS AND CAICOS

See & Sea Travel of San Francisco is offering weekly cruises aboard the new 50 foot *Aquanaut* in the Turks & Caicos



Islands. This vessel accommodates three to four people. *Aquanaut* is the successor to *Sir Cloudesley Shovell*, which went aground during Hurricane Kate.

For further information contact See & Sea Travel, 50 Francisco Street, Suite 205, San Francisco, CA 94133 or call (800) DIV-XPRT. In California call (415) 434-3400.

RIDING ROCK DIVE BOATS

August 9-16 marked the return of Human Underwater Biology to the Riding Rock Inn (San Salvador/Bahamas) to conduct the first Diving Medicine in Depth program there since November 1983. The group, which numbered 52, is the largest to visit the island at one time since the Riding Rock Inn's recent reopening.

Three new dive boats were named by trip participants in a name the boat contest in which there were more than 200 entries. Owner Carter Williams, manager Ednauld Thompson and manager of dive operations, Al Zamroc, chose the boat names from among the entries. Prizes awarded to the winners included a free HUB program tuition, one week free diving and one week free accommodations at the Riding Rock Inn.

Two of the new boats are converted lobster boats. Both have customized dive platforms and ladders and all have covered tops for shelter from the sun. The largest of the two, a 47 footer for 20 divers, will now be known as the *San Sally*, named by Dr. William Hood (Oklahoma City, OK). The second converted lobster boat is the 41 foot *Sea Fan*, named by Dr. Sherman Axel (Phoenix, AZ). The third dive boat is a 30 foot converted Island Hopper, named *Island Time* by Jeff Dunlap (Lafayette, LA).

Professional U/W photographers Chris and Donna McLaughlin accompanied the group of diving doctors. They reopened the island photo lab, providing photo opportunities that included coaching and E-6 processing.

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MAR:

Detectives Of Undersea Mysteries

Ancient treasures carried by sailing vessels of the 17th and 18th centuries are the quest of Marine Archaeological Research (MAR), an undersea exploration company dedicated to the preservation of historic artifacts hidden for hundreds of years on the ocean floor.

Location and salvage of these treasures is directed by company president Herbert Humphreys, Jr., and his 12 man crew who, combined, have more than 100 years of diving experience.

Founded in 1983, Marine Archaeological Research is credited with the recent discovery of the HMS *Thunderer*, a British warship that disappeared during a Caribbean hurricane in 1780.

"This could be one of the most significant discoveries in the history of underwater archaeology," Humphreys said. "It is the largest historical shipwreck ever found that has remained untouched since the time it sank."

Historical documents compiled by MAR indicate that the HMS *Thunderer* was possibly carrying an enormous cargo of booty plundered from Spanish and French ships in the trading zones of the West Indies.

According to MAR's archaeologist, Daniel Koski-Karell, the ship was enroute



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A collection of iron cannons from the wreck of the HMS *Thunderer*. The make of the weapons and their markings gave the first clue to the identity of the wreck.

to England from Port Royal, Jamaica. It was one of several large ships lost in a hurricane. All 600 members of the 74 foot warship's crew perished in the storm.

Identification of the HMS *Thunderer* was made by Koski-Karell (who previously researched the project at the Library of Congress) in conjunction with information supplied by Dr. Eugene Lyon from the British Archives.

Koski-Karell describes the work of MAR as similar to that of a detective. "You must carefully study all the artifacts collected, document your work with conscientious accuracy and draw logical conclusions based upon your research," he said.

Captain Humphreys said that MAR, "had just scratched the surface of our exploration mission with this discovery. We recently completed negotiations for exploration coverage with the Bahamian government for a large area in the Southern Bahamas and also on the Caribbean side of Mexico."

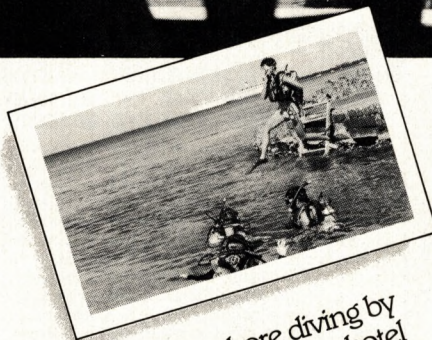
Based on Grand Cayman in the British West Indies, MAR is a self-funded operation with a net worth of more than \$1 million. The company's U.S. offices are in Memphis, Tennessee. Two vessels are utilized for exploration activities—the M/V *Pelorus Jack* and R/V *Beacon*.

The majority of MAR expeditions involve the *Beacon*, a 120 foot vessel equipped with sophisticated remote sensing instruments, a bank of metal detecting devices, sonar equipment and a fortune of undersea retrieval capabilities.

All artifacts recovered by MAR are presently in freshwater storage facilities in preparation for their final destination, the Museum of Marine Archaeology.

A 30 year dream of sea veteran Herbert Humphreys, the Museum of Marine

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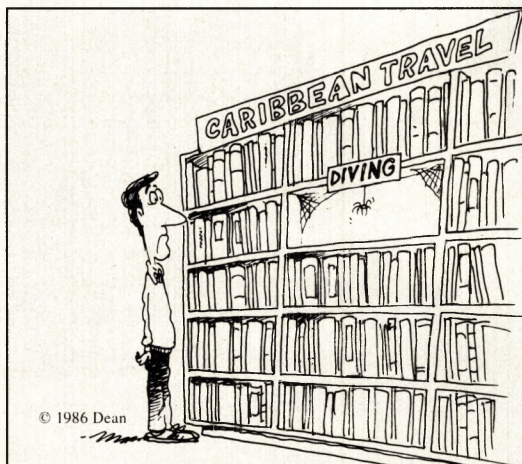
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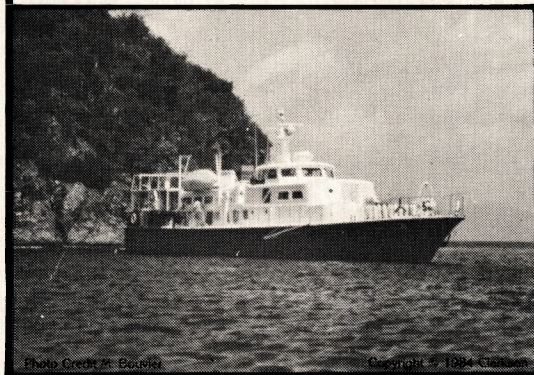


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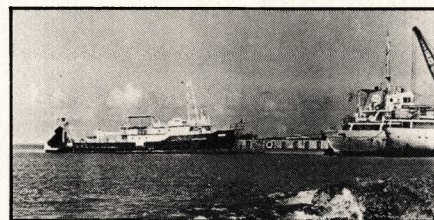
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Archaeology is being established by MAR "so everyone will be able to see and touch the undersea treasures that most have only read about," he said.

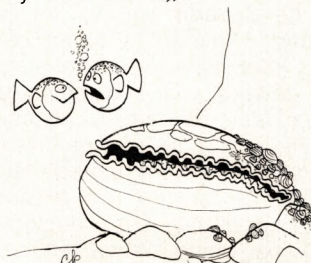
The museum, described by Humphreys as the only one of its kind in the world, will be on Grand Cayman Island



near the MAR operations. Construction on the project should be completed within one year.

"We are proceeding with our exploration and preservation efforts as quickly as we can," Humphreys said. "However, each mission and recovery effort requires intricate negotiations

"I have been involved with sea exploration since I was a child. At times I become impatient because I know what treasures the sea holds," he said. "However, the sea has protected those treasures for hundreds of years. It's up to us to see they are correctly recovered and properly restored." 



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BONAIRE MEDICAL PROGRAM

Medical Seminars, Inc. will hold its annual Medicine of Diving program in Bonaire February 7-14 at the Flamingo Beach Hotel. A complete diving program, under the direction of Peter Hughes of Dive Bonaire, will be available.

The academic program will feature diving medicine and safety. The keynote lecturer will be Joseph Farmer, M.D., associate professor of otolaryngology at Duke University, who will prepare the attendees to recognize and treat unique ENT problems. Farmer will conduct a study to define the problems and develop methods for prevention of the most common problem in undersea activities—middle ear squeeze. Physicians will be offered the opportunity to participate in this study.

Dr. Paul Sheffield will review decompression procedures and the goal of his lectures will be development of a strategy for the safest sport diving profiles.

Jefferson C. Davis, M.D., director of hyperbaric medicine at the Methodist Hospital and the Nix Medical Center in San Antonio, Texas, will be the course director. He will present Medical Recommendations on Fitness to Dive and discuss recent diving cases he has either treated or been consulted on.

For a brochure, please contact: Medical Seminars, Inc., One Elm Place, Suite 204, 11107 Wurzbach Road, San Antonio, Texas 78230; (512) 690-1005.

NAUI PEOPLE

Sam Jackson has been appointed executive director of NAUI and general manager of the NAUI Diving Association. He was formerly president of NAUI Canada and vice president of the NAUI board of directors.

Dennis Graver has been appointed NAUI director of education. In addition to his former duties of developing educational support materials, his new duties include overseeing a training department.

Tom Hemphill has joined the NAUI headquarters staff as national sales manager, a position that replaces marketing director. He was formerly NAUI's southwest regional service representative.

OCEANPRISES

Oceanprises underwater photographic services has opened a new office in Anaheim, California. Along with the original Orange, California office, the new facility will specialize in renting underwater cameras and strobes as well as serve as a drop-off point for an outside lab that will print and mat professional Cibachrome or Type C prints.

The location of the new Oceanprises office is 780 North Euclid, Suite 204-K, Anaheim, California. The mailing address will remain 1548 San Alto, Orange, CA 92665. For information call (714) 778-6775 or (714) 637-2244.

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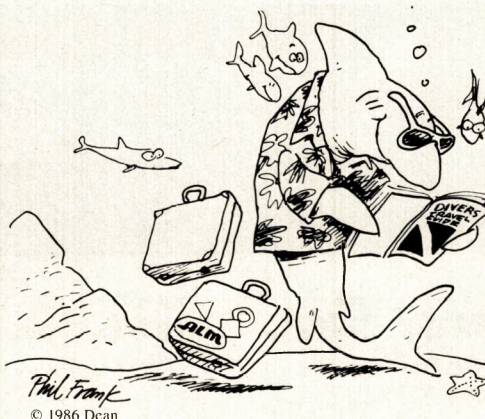
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EWA-MARINE

Housing For The Sony Handycam

BY JIM WALKER

The EWA-Marine Master Video Camcorder Housing is completely flexible. It features a flat, optical grade glass port, a shoulder strap and a rail/groove closing system. Ultra-light, it is hardly larger than the Sony Handycam.



photos/Bonnie J. Cardone

The first time I attempted underwater photography, it was with a 110 pocket camera in a plastic food storage bag. The bag wrinkled in front of the lens and it leaked slowly. As a result, I purchased a plexiglass underwater camera housing although, at the time, I really wanted something less bulky. I never quite gave up on the plastic bag idea.

Well, times have changed. Video cameras are the current craze, and the rapid

advances in this field make each new generation of camcorder smaller than the last. One of the smallest and easiest to operate is the Sony Handycam (model CCD-M8U). Utilizing tiny 8mm video cassettes, it's so light and portable you can carry it along in a knapsack to the beach. Of course, anywhere near water you'd want your Handycam protected. If you're not ready to go the route of an expensive hard housing, EWA-Marine has the an-

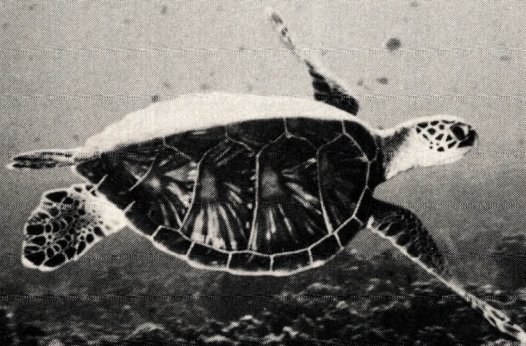
swer—the EWA Master Video Camcorder Housing. While completely flexible and hardly larger than the Handycam it encloses, the EWA housing is much more than a plastic bag.

Made in West Germany, the EWA Master Video Camcorder Housing (model U-VM) is clear, rugged, two ply PVC, contoured to fit closely around the Handycam. The seams are heat welded for strength. It features a flat, optical grade

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glass lens port and closes by means of a unique stainless steel rail/groove system secured by three screw clamps. The rails have a built-in shoulder strap.

Although the distributor of the Master Housing indicates it is leak proof to 100 feet, it's designed for use at shallower depths. (The rating on the bag indicates 33 feet maximum.) The reason is not that the housing will leak, but rather that the ambient pressure below that depth will compress the housing against the camcorder and make operation of the controls difficult. Without artificial lights, tapping below this range would be of limited benefit anyway.

As mentioned previously, the EWA housing is designed to fit closely around the Handycam. Consequently, you don't just spread the top of the housing and drop the camcorder in. First, the railing is removed. Then the Handycam's battery chamber/viewpoint/microphone module is separated from the main body. (Instructions for this operation are included with the housing, but it's relatively simple.) Next, the camcorder body is placed in the housing. Then the viewport module is slipped in, wiggled into position (it takes a little practice) and latched back onto the main body. You then plug in the microphone, make sure the camcorder's lens is directly behind the housing port, and replace the railing. The screw clamps on the railing automatically align

the mouth of the housing. Once they are in place, just tighten them firmly and equally. Removing the Handycam is just the reverse of this process.

The Handycam has only three controls: power, white balance and focus. Al-




This is all you need to create fantastic video tapes of your dives in shallow water.

though the white balance and focus can be operated through the flexible housing, they don't need to be. Simply preset them for daylight and midrange (or close-up, depending on water clarity, subject, etc.) before placing the Handycam inside the EWA housing.

The power activation button is easily pressed from outside the flexible housing when you want to start taping. When you

wish to stop, merely press it again. The camcorder will go into standby mode. If the button is not pressed again in about five minutes the Handycam will turn off completely. If it is pressed, the camcorder will begin taping again.

Topside tests revealed no loss of image quality when the Handycam was taping from inside the housing. Sound is muted, but the camcorder should still pick up the noise of diver's exhaled bubbles. Wearing a facemask, your eye will be farther from the viewport than topside, consequently the image you will see will be somewhat reduced in size. This shouldn't be a problem—with the Handycam you can practically point and shoot.

If you'd like to use your Handycam while diving, snorkeling, windsurfing or during any other activity where moisture or dust could be a problem, and you don't want the bulk and expense of a hard housing, the EWA Master Video Camcorder Housing could be the answer. The model U-VM for the Sony Handycam CCD-M8U sells for \$189. EWA-Marine also offers Master Housings for camcorders from all major manufacturers, whether 8mm, Beta or VHS. These range from \$189 to \$199 and may or may not have a built-in glove for control operation. For information contact Pioneer Marketing and Research, Inc., 216 Haddon Avenue, Westmont, NJ 08108; (609) 854-2424 or (800) 257-7742. 

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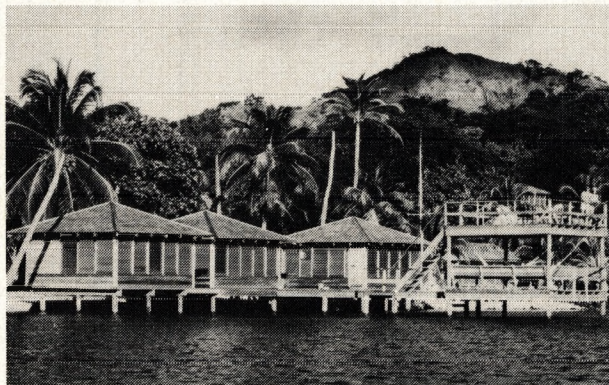
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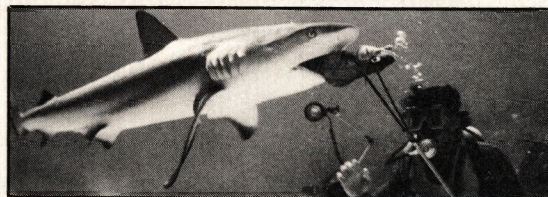


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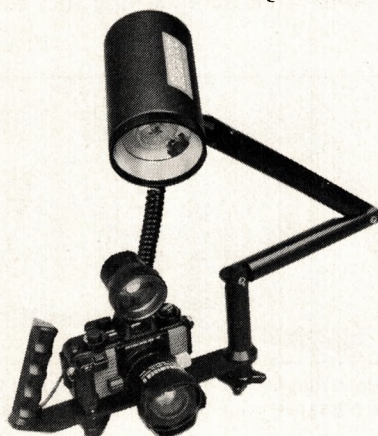
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UDT's BUDDY SYSTEM II A Gear Bag On Wheels

TEXT AND PHOTOGRAPHY
BY BONNIE J. CARDONE

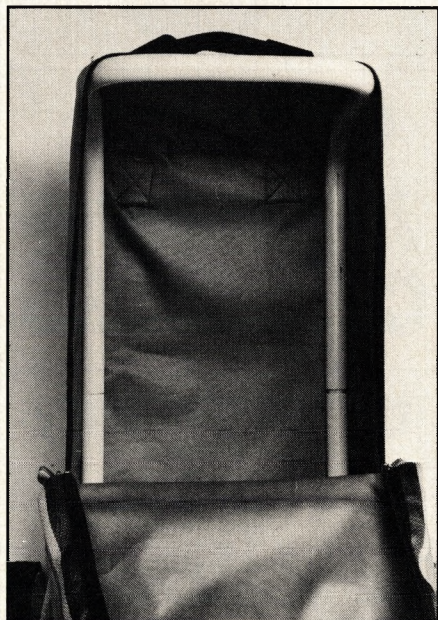
There was a time in diving's history when no one would have considered using a cart. The more tanks and gear you could carry, the more macho you were. In the past few years, diving machoism has been falling by the wayside. If you doubt its demise you need only witness the loading or unloading of a dive boat today. At least in Southern California, when this activity is at its peak parking spaces for carts are at a premium. "Wheelies" for your gear are the "in" thing! And, why not? Carrying all that stuff was never good for your back. Besides that, it tired you out both in the beginning of your dive day and at the end.

Taking advantage of, or perhaps starting this trend, is UDT, Inc. Two years ago this company began selling the Buddy Bag System, consisting of a gear bag, a rigid frame that fit inside it and a cart with wheels to carry the bag and frame. The Buddy System was so successful it inspired the Buddy System II. This has all the ingredients of the original, but now they are integrated into one unit. The Buddy System II is a gear bag with a rigid, PVC pipe frame that's on wheels. The best news is that it costs considerably less than the original. You can get one for just \$99.95.

The Buddy System II is also smaller than the original. But this is still a bag that will hold all of your gear and still have room left over. There are two zippered pockets on the front. The envelope-type top one is for such things as your log book and dive tables. The bottom one can be used to isolate your silicone mask and snorkel from black neoprene gear that would discolor it.

The main compartment of the Buddy System II has a double tabbed zipper that opens almost the entire side, allowing easy access to the inside. On either side of the bottom are mesh panels that allow air to circulate.

There are adjustable straps on the back of the Buddy System II so it can be used like a backpack. The wheels, held on by spring clips, can be removed so the bag can be checked on an airplane.



The Buddy System II has an inner frame of PVC pipe. The wheels can be removed so it can be checked for airplane travel.

The Buddy System II bag is made of Cordura nylon. It comes in black/yellow, navy/pink and royal blue/yellow. It has two nylon webbing handles on the top, one of which has a PVC pipe handle and can be used to pull the bag along behind you. On the bottom of the bag there are three pieces of PVC pipe that serve as resting points. Nylon D-rings and fabric loops at various spots on the bag allow items to be attached to it.

One of the big advantages of the Buddy System II is that its wheels are attached. Although carts are banned from most dive boats, this one isn't. You can bring it on board, you don't have to leave it in your car while you're out on the boat. This puts you ahead of the game when the boat docks. While everyone else is jockeying for a cart parking space, you're already on your way with your first load!

For more information on the Buddy System II, write UDT, Inc., P.O. Box 1624, Nederland, TX 77627. 🐠

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photo/Benjamin D. Barrie

PAINTING ALUMINUM CYLINDERS

the safe way

BY WILLIAM L. HIGH

Frequent use of aluminum alloy cylinders in the typical diving environment often contributes to their developing an unsightly, worn paint surface. Divers may desire to restore their cylinders to a like-new finish but are hesitant to do anything because of the much publicized explosions several years ago, which resulted from heat cured, repainted aluminum scuba cylinders.

Luxfer USA Limited of Riverside, California, provides information so that cautious, informed cylinder service professionals can safely refinish aluminum cylinders. A renewed finish is not necessary to a cylinder's function, but of course, it looks nice. It is imperative however, that under no circumstances should caustic, metal damaging paint strippers be employed nor should paints be applied that are not compatible with 6351 aluminum alloy or require heat curing at temperatures of 300°F or higher.

STRIPPING COMPOUNDS

Certain paint strippers may be safely used on aluminum scuba cylinders. This chemical should be a brush applied gel type rather than an immersion type when only a few cylinders are being stripped, because of the large volume of stripper

needed for the latter treatment.

Prior to using any stripper, consult the manufacturer's complete specifications and instructions. Confirm the chemical you have chosen is compatible with aluminum. If there is any doubt, contact the manufacturer for technical information and test the stripper on a small piece of scrap aluminum.

Luxfer, in its January 1982 technical bulletin, lists several companies that manufacture acceptable gel stripping compounds. Cyl-Strip produced by Spatz Paint Company, 1601 North Broadway, St. Louis, MO 63102; (800) 325-2661 and Zip Strip, produced by Star Bronze Company, 803 South Mahoning, Alli-



Photo/William L. High

After the first application of Zip Strip (left tank), portions of the stickers remain.

ance, OH 44601; (800) 321-9870, seem to be satisfactory.

The Star Bronze Company informs me that Zip Strip is widely distributed throughout the U.S. in paint stores and building supply outlets. It is sold in pints, quarts, larger sizes and spray containers. The quart size Zip Strip sells for about \$6. Cyl-Strip, on the other hand, is not widely distributed so may be purchased directly from the manufacturer for about \$55 per five gallon container.

Gel strippers typically are applied by brush, allowed to stand, and then removed by a water wash, often under high pressure. Clean, dry cylinders are then ready for paint.

SAFE HANDLING

Safety precautions must be observed to ensure the stripping chemical does not come in direct contact with the user. Methylene chloride, the active ingredient of many paint strippers, is caustic and may cause skin burns. Wear full clothing, protective gloves and eye shields.

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TANK PAINTING

(Continued from Page 133)

at one time, used on Luxfer cylinders. While a number of brands may be suitable, DuPont produces two that Luxfer considers appropriate. Both Imron, a polyurethane enamel, and Centari, an acrylic enamel, may be found at auto repair supply stores. The application and safety instructions should be precisely followed. The Imron label indicates it is only available to professional painters.

Both Imron and Centari paints must be



photo: William L. High

Three applications of Zip Strip and use of steel wool have fully cleaned the tank.

mixed with activators just prior to use. Cleaning solvents and undercoats also are specified. Required paint spray equipment and operator safety apparatus exceed that normally available to most divers. Therefore, the paint application is not recommended for individuals. Those who are prepared for the work and cost of cylinder refurbishing should prepare the cylinder for painting by a professional automotive paint shop. Additional information about DuPont paint products may be obtained from the company by calling (415) 571-5567.

HEAT CONCERNS

The DuPont Company states that, almost always, Imron is applied by automotive paint shops without artificial heat. Printed specifications require that forced heat paint curing must be done at less than 250°F, somewhat below the temperature limit for aluminum cylinders. However, *do not, under any circumstances, heat cure the paint!* Instead, leave the painted cylinder in a clean, warm, dust free, well ventilated room for at least two

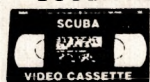
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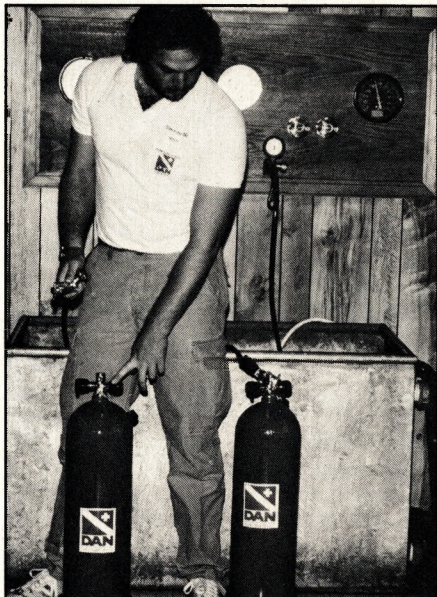
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days while drying.

Jeff Bertsch, a Seattle diving instructor, utilized the above information to refurbish two cylinders. He applied Zip Strip using a disposable brush. All cylinder paint was loosened within 10 minutes. However, some distributor decals and old visual inspection stickers required a second application. The cylinders were scrubbed with a brush and water to clean away stripper, sticker plastic and paint instead of using a water blast, which was expected to greatly scatter the chemical and paint particles.

The cylinders were dried and lightly scuffed using a fine sandpaper. Prep-Sol, a paint thinner, was wiped over the metal




photo/Benjamin D. Barrie

Knowledgeable attendants at air fill stations will question your painting method.

to remove particles. Twine was attached to each valve so the cylinder could be hung during the painting and drying process. Then the valves were protected by masking tape.

Two coats of primer-sealer were applied. With Imron paint, Bertsch used 225 S cleaner followed by 226 S conversion coating. Then he applied Corlar Epoxy Primer, a suitable self-etching chemical. After drying according to instructions, Imron was applied in two light coats by spray gun. One quart may have been enough for two additional cylinders. The brilliant, cherry red cylinders were hung to dry for a full week.

Bertsch estimated his cost to be about \$60 for four cylinders, excluding labor and non-expended equipment.

Be warned, visual cylinder inspectors, especially those trained in the PSI national Visual Cylinder Inspection Training Program, are alert to, and wary of, repainted aluminum cylinders. The cylinder owner should be prepared to explain to the air station operator the refinishing method used. 

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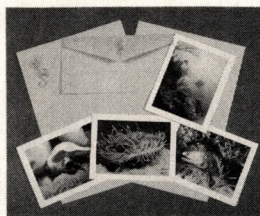
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Taylor can be contacted through Sherwood West at 3 Chrysler, Irvine, California 92718.

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For information contact Aquaventures Scuba Center, 1614 Gessner, Houston, Texas 77080; (800) 468-6224.

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During 1985, PADI issued 260,283 diver certifications, at levels ranging from basic through rescue diver. The greatest increase was in open water, advanced and specialty diver certifications. By the end of last year, consumers could find PADI instruction at 1,069 PADI Training Facilities. There are sanctioned PADI Training Facilities in 46 different countries; PADI instruction is available in more than 80.

LARRY CUSHMAN

On August 28 Ocean Corporation president Larry Cushman was lost at sea. Cushman had spent the last seven years improving Ocean Corporation and assembling the best training and administrative staff possible. He came in from the field and lent himself to giving back to the diving industry some of the rewards it had given him. His approach was simple, he gave of himself and he expected his employees to do the same.


During his entire professional life, Cushman was a diver. As president of the Ocean Corporation and past president of NAUI, he taught thousands of people a love for the sea. Both sport and commercial divers will mourn his loss. He is survived by his son, Larry "Spike" Cushman, Jr. and longtime companion, Linda Paul.

JAKI RICHARDS

Jaki T. Richards, an active diving instructor, died of throat cancer on September 22. Her final words included a request to draw the attention of the diving community to the dangers of smoking, which caused the cancer that ended her life prematurely.


Jaki taught diving in the British Virgin Islands and she contributed to the development and popularity of the resort or introductory dive course. Thousands have been introduced to the underwater world who may never have experienced it without the efforts of instructors like Jaki.

As a memorial to Jaki and to assist other cancer victims, her friends and family have requested contributions be made to Thomas Hospice Retreat Hospital, 2621 Grove Ave., Richmond, VA 23221.



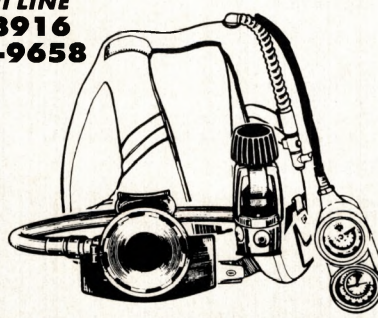
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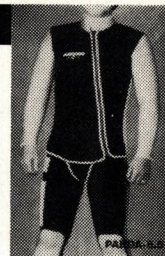
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- 660 ft. waterproof
- Swiss ESA movement
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- 1/10 stopwatch
- Daily/hourly alarms
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FEATURING—

- 660 ft. waterproof, 3/4 size
- Swiss ESA movement
- One-way bezel
- Screw-lock crown
- Luminous hands/dial
- Stainless case, calendar
- Quality equal to Heuer and Seiko



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FEATURING—

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- Long-life battery
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OCEAN DIVERS

(Continued from Page 32)

walk-through transom, oversized dive platform with extended ladders, tank racks, stereo and VHF radio. The *Captain Crunch II* additionally provides the U/W photographers among its clientele a spacious film changing table and two fresh-water showers for camera rinsing. Both boats are docked just steps from the dive shop and gear rental area, making loading and off-loading hassle free.

Daily diver transportation to the magnificent coral reefs of the Key Largo National Marine Sanctuary is one area of emphasis for Ocean Divers, but their programs of continuing diver education are equally integral. Ocean Divers is the Florida Keys' only PADI Five Star Instructor Development Center and Resort Destination. In fact, it is one of only a few such facilities in the world. Instruction programs include resort courses and open water certifications, as well as advanced and master diver, dive instructor development, and specialties including underwater photography, wreck diving, night diving, equipment repair, rescue diver and perhaps the most popular specialty program, reef ecology.

The instructor development courses are 14 day sessions whereby candidates learn how to teach scuba from an academic and practical point of view, gain exposure to dive resort operations and receive thorough preparation for the PADI instructor's evaluation (IEC). The instructor's program also includes an orientation to hyperbaric chamber operation in terms of diving accident management. This is not to imply that successful graduates could operate a hyperbaric chamber, for the emphasis is introductory at this level. However, more sophisticated educational programs geared to the medical professional are also available.

The hyperbaric and undersea medical training programs are offered under the auspices of Hyperbarics International and are conducted by recognized recompression authority, Dick Rutkowski. He has served as the NOAA deputy diving coordinator, director of NOAA diver training, and director of the NOAA treatment facility in Miami. In developing Hyperbarics International, he has established training facilities in Providenciales in the Turks and Caicos Islands, as well as the modern facility at Ocean Divers. All programs provide education in the use of recompression chambers (multi and mono place) as applied to both diving and clinical medicine, with the primary emphasis on chamber life support systems.

These courses provide continuing medical education credits and are recognized by the AMA, the Undersea Medical Society (UMS) and the National Association

tion of Diving Medical Technicians (NADMT). Education credits for the National Registry of EMTs and Nurses are being applied for. Perhaps of greater interest to the sport diver are the more basic diver rescue and first aid programs. These are available either to groups or individuals and demonstrate just how the recompression chamber actually works. They also provide greater insight into advanced diving physics and physiology.

Services for the underwater photographer are the province of Stephen Frink Photographic and have been available at the Ocean Divers highway location for the past eight years. There is a full line of underwater still cameras and strobes for rental or sale, daily E-6 film processing (Fujichrome or Ektachrome) and an excellent selection of underwater camera accessories, film and batteries. Instruction is available in either still photography or underwater video and may be scheduled at any time.

The video department has significantly expanded over the past year and presently includes video cameras and housings that may be rented with or without operators. The new cameras are so simple to operate and the results so colorfully stunning in the shallow waters of the Key Largo National Marine Sanctuary, that first-time underwater videographers are returning with spectacular tapes. For those wishing a more sophisticated video memory of their dive vacation, the staff members of Stephen Frink Photo are available to document dives on video, add music and stock tape and edit in special effects or titles.

The highway facility also is the home of The WaterHouse, Inc., a stock photography agency specializing in underwater and marine theme photos for editorial and commercial applications. For more information regarding the photographic aspects of the Ocean Divers vacation packages or camera reservations, please phone Stephen Frink Photographic at (305) 451-3737 or (800) 451-3737.

Ocean Divers, Inc. is owned and operated by Joe Clark and Doc Schweinler. They and their staff, along with the management of Marina del Mar, have created a first class dive resort. For more information or reservations, please phone Ocean Divers, Inc. at (800) 451-1113 or (305) 451-1113. Mail inquiries may be directed to 522 Caribbean Drive, Key Largo, Florida 33037.

CABALLERO TO HARVEY'S

Harvey's Wetsuits of Kent, Washington, has appointed Rick Caballero sales representative for the state of Florida. Alan Carpenter of Harvey's said, "We're glad to have Rick onboard. He has the experience we were looking for."

Caballero may be contacted at 2720 Anderson Road, Coral Gables, FL 33134; (305) 445-2004 or (800) 426-4252.

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- ___ Waist
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- ___ Wrist
- ___ Forearm
- ___ Elbow
- ___ Biceps
- ___ Ankle to Knee
- ___ Ankle to Crotch
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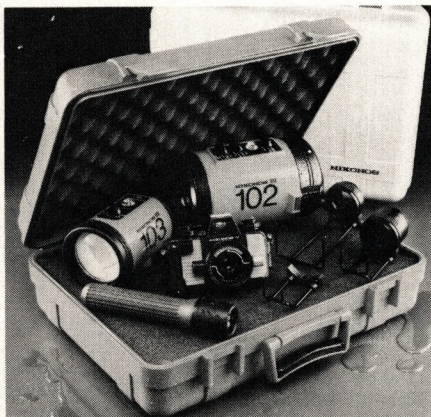
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**N. CAL. UPS PHOTO
COMPETITION**

March 25 is the deadline for entries in the 23rd annual International Underwater Photographic competition sponsored by the Northern California chapter of the Underwater Photographic Society. Best of Show will receive a \$150 cash award as well as a unique handcrafted wall plaque. More than 60 other awards will be given for slides, prints and videos entered in 15 amateur and open divisions. Award winning prints and slides will be exhibited at the Sea '87 International Underwater Film Festival on May 9.

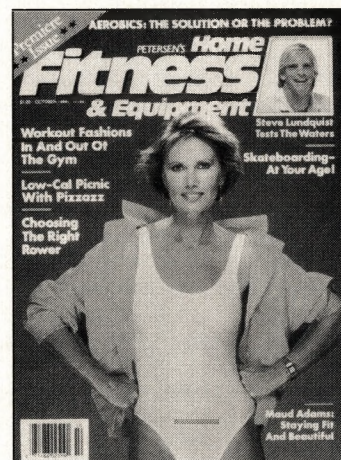
For competition entry blanks and information write Gill Cruz, P.O. Box 9001, Pleasanton, CA 94566 or telephone (415) 462-5646.

**NONFATAL DIVE
ACCIDENTS DECLINE**

The Divers Alert Network (DAN) reports the number of cases of decompression sickness (the bends) and air embolism appear to have declined in 1985. A survey by DAN's Northeast Regional Center at the University of Maryland in Baltimore of the 220 chambers in the U.S. and Canada, revealed 370 cases of decompression sickness and 92 cases of air embolism in 1985 as opposed to 442 and 143, respectively, in 1984. DAN's

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
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current survey of 1985 chamber treatments in the U.S. and Canada (including chambers in the Caribbean) indicates a similar number with 386 cases of decompression sickness and 70 cases of air embolism reported as of August.

According to DAN, even the higher figures reported in 1984 indicate a good safety record for diving. With an estimated 20+ million dives made each year, the occurrence of bends or embolism is less than .003 percent per dive.


The latest information on diving safety can be obtained by joining DAN's membership association for a \$15 annual fee. Membership supports DAN's 24 hour medical hotline (919) 684-8111 and provides divers with useful safety information through a diving first aid manual, tank decals, wallet card and newsletter subscription. Send a check to DAN, P.O. Box 3823, Duke University Medical Center, Durham, NC 27710. 

WHITE SEABASS RELEASE

Recently, 2,000 hatchery reared, four month old white seabass were released in the waters of San Diego's Mission Bay. The project, sponsored by the National Coalition for Marine Conservation—Pacific Region, is intended to enhance the natural population of white seabass off the Southern California coast.


The seabass were raised at Hubbs Marine Research Institute and the funds for the project were raised, in part, by the NCMC—PR. Local anglers caught parent fish during a special permit-only season set up specifically for that purpose. Daiwa Corporation provided reels as incentives for anglers to turn over the live seabass. Dick Helgren, an Oceanside sport-fishing landing operator, and Tim Voaklander, a San Diego party boat skipper, provided more than 100 immature white seabass as well.

California's saltwater sport fishermen, commercial fishermen and party boat operators are taxed (\$1, \$10, \$10 each, respectively) each year to finance studies to determine if raising marine fish for resource enhancement is feasible. Hubbs receives a large share of these funds.

For more information, contact National Coalition for Marine Conservation, Pacific Region, 525 B Street, Suite 2001, San Diego, CA 92101; (619) 233-1337. 

TGCC PHOTO CONTEST

The entry deadline for the Texas Gulf Coast Council of Dive Clubs' annual photo contest is January 17. Judging will take place on January 20 at the Ocean Corporation. The three slide categories are novice, open and surface. Surface entries must clearly demonstrate their relationship to scuba diving. A contestant may enter up to four slides. There is a \$5 entry fee for each category.

For entry forms or further details contact: Texas Gulf Coast Council, c/o Kirk Leissner, P.O. Box 1142, Clute, TX 77531. 

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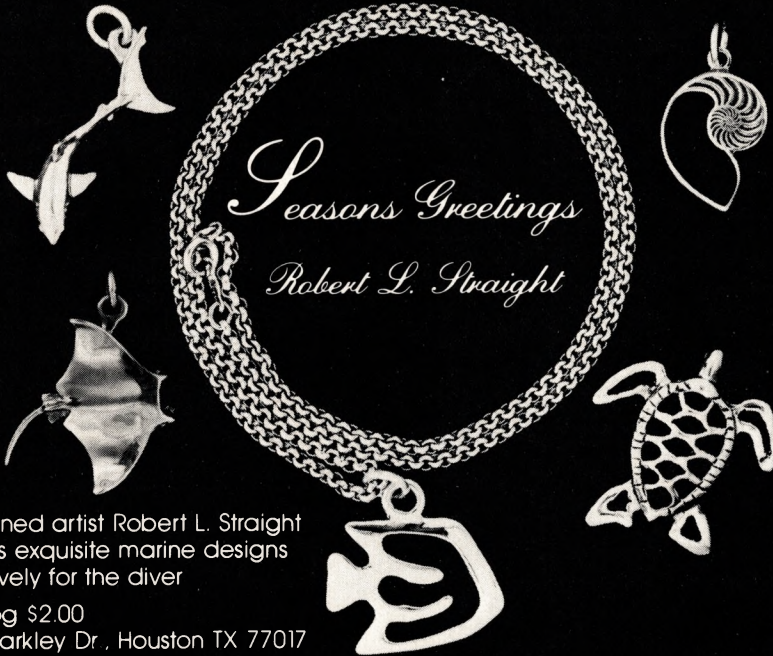
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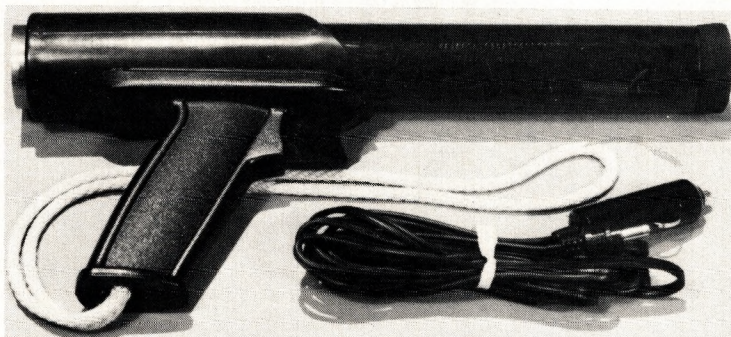
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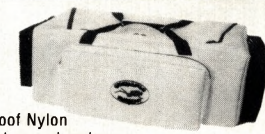


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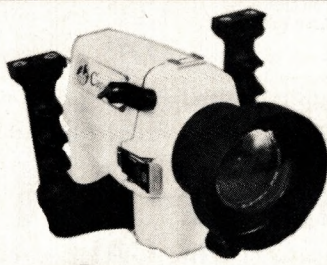
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RH 360

(Continued from Page 36)

cap. Bonded to the underside of the bow tube is a stainless steel lifting handle. Attached to the outboard sides of the collar near the bow are lacing cuffs, to which are fastened one inch diameter grab/life-lines. These lines do not extend beyond midship and, therefore, present no entanglement problems for divers aft. Amid-ship, on each side near the top of the collar, is a heavy duty lifting or grab handle that also serves as the seat for the oarlock. Near the stern are two more grab/lifting handles. These are fitted with short bars, providing tie-off cleats aft. Inboard, near the stern, are two large loop-shaped grab straps of Hypalon covered fabric. Below these are two Velcro® fasteners for securing the oars out of the way.


The fiberglass hull has a non-skid deck surface, a stainless steel towing/lifting eye bolted to the stem, an integrally molded transom (rated for a maximum 35 hp engine but 10 to 20 hp is recommended) with a protective engine mounting plate, two stainless towing eyes and two stainless lifting eyes and a large volume bailing scupper.

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The RH 360's sea test was fun and impressive, too. We carted the boat the short distance from W.E.T. to Mission Bay, where launching was conducted quite easily. After loading people and gear, we headed out through the bay to the open ocean. Conditions were near perfect: A breeze kept the bright sun from getting too hot and, at the same time, created a choppy surface. With only a 25 hp Mercury engine, and loaded with three passengers and some dive equipment, the RH 360 responded to the throttle, rising quickly to plane across the surface. That's not to say the ride was without its share of bumps. But bumps and bounces could be expected in conditions like these, even with a deep V-hull slicing the crests of the swells. The ride was fun and fast. Our destination was the U.S. Navy tower just off the coast. There the boat was put through various speed runs and turns. It performed very well. Later, some of the participants did water entries and exits, in addition to diving.

I really couldn't find any fault with this boat. As already mentioned, it appears to be well designed and constructed, with careful thought given to details. Nova-marine 2, which makes all parts in-house, including the accessories, has enough

confidence in its product to offer, according to W.E.T., a 10 year limited warranty. The suggested retail price for the RH 360 is \$2,678. If you're in the market for a compact rigid hull inflatable for diving, as a tender for your yacht or for a multitude of watersports, the Novamarine 2 RH 360 warrants your attention.

For more information contact the West Coast dealer: Water Education Training, 7094 Miramar Road, San Diego, CA 92121, or the distributor, American Rad-hial, 136 Charwood Circle, Rochester, NY 14609. 

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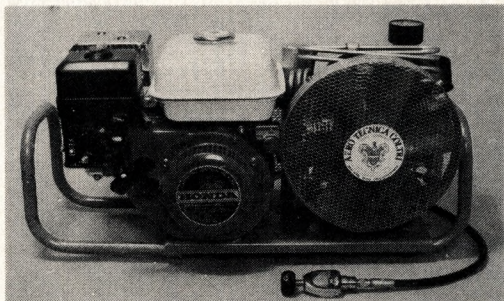
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TECHNIFACTS

(Continued from Page 34)

response to all parts of the island.

Significant watery playing and working goes on west of Long Point and is particularly intense in the Isthmus Cove to Emerald Bay area, including popular dive sites at Bird Rock, Ship Rock and Eagle Reef. In the late 1940s my favorite hide-away from business was at Emerald Bay in the lee of Indian Rock and its associated rocky reefs.

The backside of Catalina Island, including Farnsworth Bank, is also popular with divers and other watersports enthusiasts and boaters. All of these activities can lead to emergencies to which Baywatch Avalon has to respond.

Because of the constantly increasing numbers of watersports devotees, the city of Avalon requested an additional Baywatch lifeguard boat be assigned Catalina. In 1972 Baywatch Isthmus came into existence. In addition to Lieutenant John Stonier, Baywatch Isthmus consists of lifeguards William Barker and Steven Traeger.

The Baywatch lifeguard boats are fast and well equipped for rescue and aid to divers or other watersports enthusiasts. The boats are 30 feet long, powered by twin 330 hp engines and capable of speeds of 30 miles per hour. The boats are fully equipped with radar, VHF-ADF marine radios and fathometers. In addition to lifeguard equipment the Baywatch Avalon and the Baywatch Isthmus boats are outfitted with firefighting pumps and apparatus, portable salvage pumping units, scuba diving gear, cliff climbing rescue gear and complete paramedic equipment. Both of the Santa Catalina lifeguard stations also have four wheel drive vehicles that can be used to respond to various emergencies in the 72 square mile interior of the island.


In recent years the University of California Marine Science Center at the Isthmus added a hyperbaric chamber to its facility. In addition to hyperbaric research, the center is able to respond to various kinds of dive accidents. Since 1974, 283 divers have been treated there. The Catalina chamber is crewed by Dr. Andrew Pilmanis and a staff that includes USC/L.A. County Hospital's Dr. Jeff Sipsey and a large number of volunteers, many of whom are divers. Baywatch Isthmus lifeguards have been trained as chamber technicians and treatment supervisors as well. In 1976 Baywatch Isthmus lifeguards were the first ever to be trained as fully accredited paramedics. Later Baywatch Avalon lifeguards were also trained and are now contracted with the city of Avalon to provide paramedic service for the city.

Because of their unique qualifications, Baywatch boats are equipped with para-

medic equipment and facilities. They can provide oxygen inhalation/resuscitation/suction procedures, have defibrillator/EKG monitors, various fluid kits, trauma kits and radio gear for constant communication with medical personnel on shore at either the hyperbaric center or with the hospital. All on board lifeguard crewmen are paramedic trained.

Because of the diverse nature of Santa Catalina Island's marine sports activities and the enormous number of people involved in them and because of the in-depth training and experience of the lifeguards riding the fast Baywatch vessels, these dedicated personnel probably respond on a regular basis to more water related accidents than any other rescue unit in the world. According to Lieutenant John Stonier, "Based on training and experience in the many phases of water rescue and treatment, the two Baywatch lifeguard stations are some of the most experienced agencies in sport and commercial diving enforcement, rescue and treatment anywhere." He added, "It is interesting to note that dive accidents account for only a small percentage of the various marine emergencies Baywatch boats respond to."

In an emergency this completely dedicated service can be contacted, in Los Angeles County, on VHF marine radio channel 16 (the international calling and distress frequency for VHF radio) or by calling the United States Coast Guard. Lieutenant Stonier also told me, "In addition, on land at Catalina Island, Baywatch Avalon and Baywatch Isthmus can be dispatched by calling 911." Both Baywatch boats can respond and be underway within two to three minutes after receiving an emergency call.

I believe Lieutenant John Stonier was speaking for all L.A. County lifeguards when he told me, "We want to provide a very good service for everyone who enjoys the ocean in Los Angeles County." I have yet to meet a diver, boatman, fisherman, surfer, waterskier or other water-sports enthusiast who doesn't think this group provides the best in their special brand of service. 



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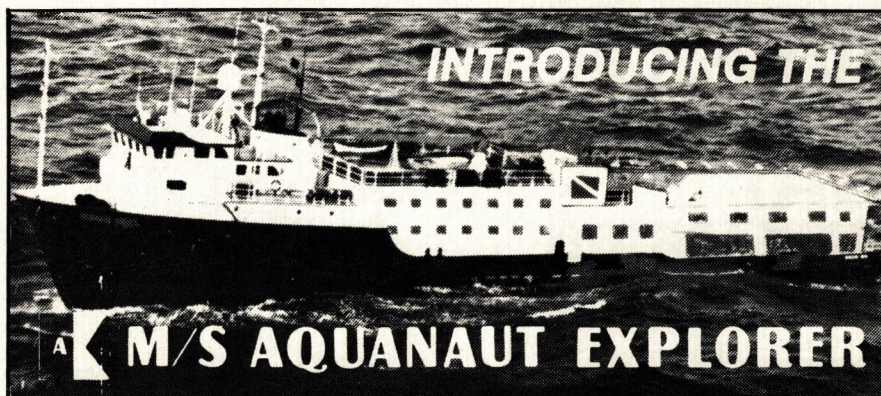
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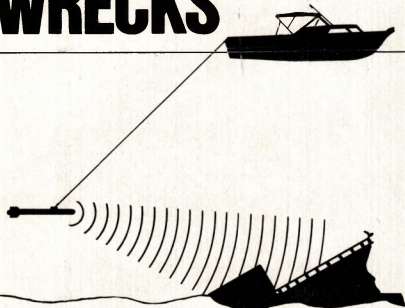
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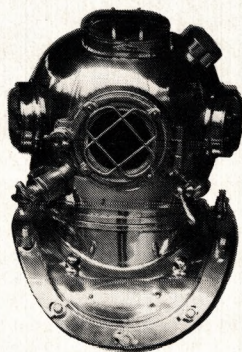
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CSWIP is a certification scheme applied to diver inspectors. This certification is specified worldwide by the oil industry. With the shift from oil exploration and construction to maintenance of the existing structures, this certified skill is called upon extensively to ensure the structural integrity of offshore platforms.

In addition to conducting the CSWIP exams, College of Oceaneering offers a number of courses leading up to the examination, including visual weld inspection, photographic and closed circuit television documentation, corrosion surveys, nondestructive testing (including ultrasonics and magnetic particle inspection), and refresher courses.

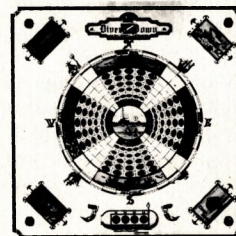
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The Divers Alert Network (DAN), a national diving medical assistance and advisory service, needs to raise an extra \$20,000 by the end of 1986. Since its inception in 1981, DAN has aided more than 1,000 injured divers and answered the medical questions of 5,000 others. DAN is supported by a membership association of 13,000 scuba divers and businesses sharing a common interest in diving safety.

Individual membership of \$15 provides 24 hour availability of diving physicians, an informative newsletter, Alert Diver, a diving first aid manual and other items to promote safe diving. DAN acts as the diver's advocate on issues of diving safety. Currently, DAN is waiting for word from a major company regarding inexpensive medical insurance for divers. In the past, some health insurance companies have refused to pay for diving related claims.

In order to continue these services, DAN is asking the nation's scuba divers, clubs and diving businesses for immediate help in the form of contributions.

As a reminder, next year's tax laws will make it harder to qualify charitable donations as tax deductible. Divers and diving businesses will therefore find more tax advantages in making a donation before the end of 1986.

To join DAN and make a donation, send check or Visa/MasterCard number to DAN, P.O. Box 3823, Duke University Medical Center, Durham, NC 27710, or call (919) 684-2948. ✎

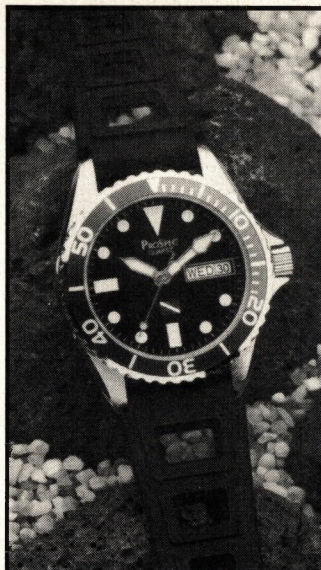
NELSON RETIRES

Saying, "It's just time to quit after 30 years with the company," 70 year old Lu Nelson announced his retirement as regional sales representative for U.S. Divers of Santa Ana, California. Nelson's territory was the southwestern United States. "We're very sorry to be losing Lu," said Mike Chapman, executive vice president of U.S. Divers. "He's something of a legend in the industry and has been an outstanding salesman and representative for the company. Fortunately, Lu has agreed to stay on as a consultant for a period of time, allowing us to tap his tremendous experience and knowledge of the diving market."

Nelson is looking forward to hunting, fishing and traveling around the United States. He and his wife plan to stay in Arlington, Texas where they have lived for the past 15 years. ✎

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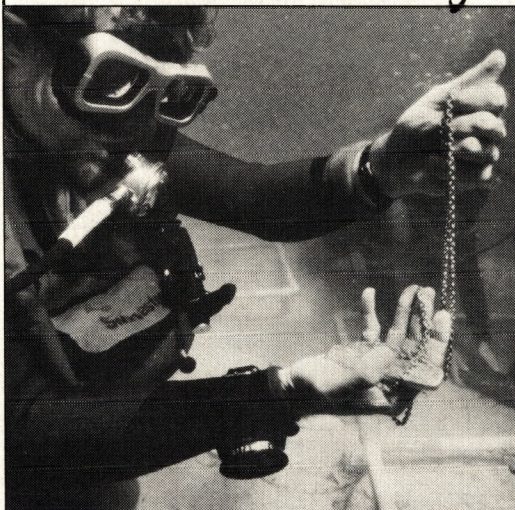
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Complete resort dive facility. Cavern instruction.

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Dive/lodging packages, custom boats.	
BUDDY'S DIVE SHOP	Natl. 800/223-4707; FL 800/367-4707
P.O. Box 409, Islamorada, FL 33036 MM 79.5	305/664-4707
Dv. aboard our 40' 'Scuba Safari' & 34' 'Free 'n Clear'. Full/1/2 day trips to Alligator Reef, Cannabis Cruiser & Coral Gardens. Pkgs. avail.	
CAPTAIN CHAMBERS CHARTERS	305/451-1805
P.O. Box 2258, Key Largo, FL 33037 MM 100	Dive Pennekamp
31' cst. boat w/sundk, 6 max. Guide svcs., U/W cam., 1 trip daily, brunch served, cust. dv. pkgs. avail. Rec. by Undercurrent 3/82.	
CAPT. CORKY'S DIVERS' WORLD of Key Largo, Inc.	800/331-DIVE
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CORAL LAGOON RESORT AT THE DIVING SITE	305/289-0121
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PADI dive shop, lessons, 3 boats, groups, spring/fall dive pkgs.	
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Disc. room pkg. & grp. rates. Max. 6 divers.	
Lobster diving & spearfishing, rentals & air.	
FLORIDA KEYS DIVE & SKI, INC.	305/852-4599
P.O. Box 391, Tavernier, FL 33070	6 pass. dive boats.
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GILBERT'S MOTEL & MARINA	305/451-1133
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GOLDEN KEY MOTEL	305/664-4418
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Free dockage & boat ramp, waterfront cottage, rooms with stove & refrigerator, picnic & barbeque area.	
HALL'S DIVING CENTER & RESORT	800/331-4255
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HAWK'S CAY RESORT & MARINA	US 800/327-7775
MM 61, Marathon, FL 33050	FL 800/432-2242
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HOLIDAY ISLE DIVE CENTER	305/664-4145
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All new "Wreck Diving"	US 800/327-7070
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Beautiful oceanfront top floor privacy, all amenities.	
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On the bay (a very special place). In the heart of the diving district-just 1 mi. from John Pennekamp's.	
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Tennis, pool, dockage. Close to all dive shops & boat rentals from \$200 per week.	
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Luxuriously furnished, fantastic rates-less than motel room.	
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Oleink, 8555 Blue Cut Lane, Cincinnati, OH 45243	
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KEY WEST DIVER INC.-CAPT. BILLY DEANS	305/294-0660
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LADY CYANA DIVERS	305/664-8717
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LOOE KEY RESORT & MARINA	305/872-2215
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LOOKOUT LODGE RESORT	301/474-6381
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PENNEKAMP PARK CONCESSION	305/451-1621
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The only dive shop located directly in Pennekamp.	
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SARASOTA AREA DIVERS	813/792-3324
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SEA DWELLERS SPORTS CENTER	305/451-3640
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Reef trips daily to Pennekamp Underwater State Park.	
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SEAFARER RESORT MOTEL	305/852-5349
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Rt. 2, P.O. Box 617, Summerland, FL 33042	
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Rated Kona's best every year since '76 by Undercurrent.	
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Specializing in small personal charters, daily trips.	
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HAWAIIAN WATERCOLORS	808/879-3584
P.O. Box 616, Kihei, Maui, HI 96753	
Experts in dive charters, U/W video, U/W photography.	
Contact Ed Robinson for information.	
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Come as friends, leave as family!	
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I Learned About Diving From That For Lack of a Knife

TEXT AND PHOTOGRAPHY BY HOWARD B. TOWER, JR.

Steve and I had carefully planned our week of "spring hopping" and artifact diving across north central Florida. And, the last three days were an exciting odyssey. We successfully penetrated the twisting labyrinths of unexplored cave systems beyond 1,100 feet and recovered archaeological resources from the Withlacoochee River. Today, September 5, 1969, we stood on the banks of the Suwannee at Suwannee River State Park, near the crossing of U.S. Highway 90. A park ranger had given us permission to dive and we were not about to throw away this opportunity.

During the Civil War, Confederate troops were garrisoned here to protect a rail crossing and for the next 50 years, the town of Columbus flourished as a focal point of commerce.

It was a searing 95°F; sweat trickled down our bodies in rivulets and, as mosquitos buzzed around us like fighter planes, we donned our wetsuits. That blackwater is sure going to feel good, I thought. "Hey Steve, is my knife in your bag?" "No, the last time I saw it was back at Branford in the motel. You brought it in when we charged our cave lights during lunch." Then I remembered leaving the light on a chair with my mask and fins. In addition to charging a battery, I had left my wetsuit outside to dry, but, for security reasons, had taken the smaller items inside.

At the water's edge I threw my inner tube into the river, then let out 60 feet of line and slipped the stick, to which it was attached, under my tank belt along with my goodie bag. The water felt good as I stepped in and sat while slipping on my fins. "Never dive without a knife! Its purpose is not to kill sharks, instead it is a very practical tool, basic to diving. And, it may save your life if you are snagged by a fishing line or a net." The words of my diving instructor echoed in the chasms of my mind. I knew the rule well and realized the potential for entanglement is magnified in low visibility water. A gut feeling told me to abort the dive. But it was late in the day and the ranger stated we had to be out of the river before 8:00 pm (park closing). I had successfully persuaded this official to sanction our dive, but he might change his mind the next day. Opportunity knocks only once. And, besides, I had logged 120 dives since my certification nearly three years before. Most of these were challenging by any standard—ice dives, deep dives below 200 feet, decompression dives and extended cave penetrations. Yes, a knife was important, I thought. But experts can bend the rules occasionally. I had seen it done more than once by other partners who were "experts." I forgot the knife as visions of antiquities carpeting the river bottom filled my mind.

Steve was entering the water. "Good luck!" I said. Then I eased off into the swift, tea colored water. It was flowing faster than usual owing to heavy summer rains. At eight feet the last vestiges of sunlight disappeared and my beam penetrated three feet into the darkness like a *Star Wars* light saber. Howard, you are more than a match for any fishing line, I thought. The limerock channel wall dropped quickly to a depth of 25 feet.

Crawling and pulling myself along the bottom, I shined my light in and out of rocky cracks and potholes. It was slow going and the drag of my inner tube on the surface didn't help matters. Much of my time was spent restuffing the goodie bag and float line stick back under my belt. They were always being snagged and pulled out.

After 45 minutes underwater, I was frustrated. All I had to show for my effort was an empty goodie bag and abrasions on my hands



from the jagged limerock. Where were the artifacts? The rugged bottom and scattered boulders confined my search patterns to narrow sweeps. I decided to move some distance farther into the center of the channel to new territory. After positioning myself and checking my air, I decided to drift backward with the current toward my entry point while scanning the bottom with my light.

A little voice inside me questioned the wisdom of this action in swift current and blackwater. But, I did have a float and line, which would keep me from being blown into a siphon—a real threat in the Suwannee. Therefore, I saw no real danger. I let go of a boulder and flew along the bottom like a leaf in the wind, shining my light in cracks and crevices and wondering where the artifacts were.

Then, in a split second, I heard snapping and popping and felt my body clutched and squeezed by great bony fingers—the limbs of a large submerged tree. I was lodged in the

branches. Twisting and turning, kicking and pulling I broke free of their grasp and was blown through. A close one, I thought, as I gripped the bottom and purged my mask.


However, when I attempted to continue my journey, there was a sharp tug on my belt. It was my inner tube line, which now ran from the surface through the tree to me. I reached for the stick to free myself and found it dangling from my belt. The line and goodie bag were tangled and knotted together and snagged around my quick release buckle, which, in effect, was jammed tight. No doubt I created this mess by continually shoving the stick and bag back under the belt. I now had one great granny knot.

My first thought was to go back through the tree. But, as I shined my light among the branches I realized this was impossible. I attempted to surface and found the short line coupled with the powerful current allowed me to rise no more than ten feet. I stood up, dug my heels into the bottom, and pulled with all my might but failed to break the line.

The knife! In my mind's eye I saw it lying on a chair in the motel room and realized what a fool I was! Now, literally tied to the bottom with death minutes away, black clouds of fear and panic billowed into my consciousness.

I set about untangling the conglomerate snag around the buckle. Slowly, by feel, I loosened the line knotted tight by my pulling. Carefully, I threaded the stick back through assorted entanglements. My light, attached to my wrist by a lanyard and too clumsy and large for use, arced at random in the current. For one second its beam flashed full force in my face, the next moment it poked wildly in the darkness. My tank was nearly empty.

All at once, line and goodie bag parted. Releasing the stick I headed up and 30 seconds later felt the warm Florida sun and saw blue sky. On the bank Steve was removing his fins. A minute later I joined him. Neither of us had found anything. I did not share my experience with Steve. The trip to Branford, Florida found the two of us engaged in small talk about tomorrow's plans.

Seventeen years have passed since that incident. I've had the fortune to find Spanish treasure, historic shipwrecks and gain recognition in underwater archaeology. Some of my friends, experienced divers, have lost their lives in diving accidents during this period. For the most part these deaths were the result of the same mind set I had on that fateful day. The truth is there is a vast difference between experience and maturity. Only when an experienced diver becomes a mature diver is he/she a safe diver. 

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A woman with long, wavy brown hair is looking directly at the camera. She is wearing a blue and red wetsuit. In her right hand, she holds a silver and black Tabata TR-100 second stage regulator. In her left hand, she holds a pink and silver Tabata first stage regulator. The background is dark and out of focus.

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